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**BURBERRY'S**  
RAINCOATS  
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OVERCOATS  
FOR MEN & WOMEN.

# The China Mail.

ESTABLISHED 1845

\$80  
**CORONA**  
TYPEWRITER  
FOR TRAVELLING.  
ALEX. BOSS & CO.  
Phone 2487.

October 31, 1919, Temperature 72.

Rainfall 0.00 inch.

Humidity 39.

October 31, 1918, Temperature 74.

No. 17,768. 五拜禮 號一廿月十年九十壹百九千壹

HONGKONG, FRIDAY, OCTOBER 31, 1919.

日八初月九年未己次曆年八國民華中

PRICE \$3.00 Per Month

## BUSINESS NOTICES

### W. S. BAILEY & CO., LTD.

ENGINEERS and SHIPBUILDERS.  
HOK UN-KOWLOON.

Marine and Land Engineers, Boiler-makers,  
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HARBOUR REPAIRS CALL FLAG "L".  
SOLE AGENTS FOR "KELVIN MOTORS".

TELEPHONES:—Works K.21; Manager K.29; Harbour Engineer K.120;  
Works Supt. K.410.  
TELEGRAMS:—"SEYBOURNE."

### DRAGON MOTOR CAR CO.

Tel. 482. 94, Des Vaux Road Central. Tel. 482.  
Agents for South China:—

### HUDSON, ESSEX, CHANDLER, OVERLAND CARS

A consignment of HUDSON and ESSEX Cars  
expected shortly.  
Orders may now be booked. Cars for hire.  
Lessons in driving at moderate inclusive prices.

### WATSON'S COLD CURE TABLETS

Cure a Cold in the Shortest  
Possible Time.

An Excellent Remedy For  
Neuralgia and Malarial  
Headache.

This excellent remedy is sent regularly  
from Hongkong to customers in  
England & elsewhere abroad.

A. S. WATSON & CO., LTD.,

## PIANOS

of Artistic Design  
Charming Tone Quality  
and Superior Workmanship.

THE  
**ROBINSON PIANO**  
CO., LTD.

### THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

### PURE Manila ROPE

STRAND 3" to 15"  
CABLE LAID 5" to 15"  
4 STRAND 3" to 10"

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to  
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**Diss Bros**  
TAILORS  
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2842.

### DONNELLY & WHYTE.

WINE MERCHANTS.

TEL. No. 636.

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

### AMERICA AND THE PEACE TREATY.

WASHINGTON, Oct. 23.

The Senate Foreign Relations Committee, in spite of the opposition of the Democrat leaders, adopted the revised reservations, to the Peace Treaty relating to Article Ten, the Monroe doctrine, and withdrawal from the League.  
It also adopted the preamble to the reservations providing that the Treaty will not become effective until three of the other Allies have agreed to the Senate's reservations.

### CHINA AND ITALY.

ROME, Oct. 23.

Minister Lu Tseng Tsiang in an interview said, regarding Shanghai, that "China has unshakable confidence in the final decision being according to the principles of justice which must ensure all countries full satisfaction of their legitimate national aspirations."  
It is announced that he arranged with Signor Tittoni in Paris for the institution of a direct line of navigation between Trieste and Tientsin. While he is here an Italo-Chinese Bank is being formed with Italian and Chinese capital, also an Italo-Chinese Association presided over by Senator Artoni, president of the Colonial Institute. Lu Tseng Tsiang leaves on 24th Oct. for Naples. Afterwards he goes to Berno and sails on 30th Oct. from Marseilles for Tokyo.

### REPATRIATED COOLIES.

HAVRE, Oct. 23.

Four thousand Chinese, who are being repatriated embarked on the steamer "Caronia."

### GREAT PYRAMID PUZZLE.

#### REMARKABLE FACTS.

Col. A. O. Green, formerly commanding the Royal Engineers in Egypt, gives in an issue of *Overseas*, the monthly magazine of the Overseas Club and Patriotic League, General Buildings, Aldwych, W.C. 2, some remarkable facts about the measurements of the Great Pyramid.  
Whoever designed the Great Pyramid must have had an absolute knowledge of the figure of the earth (an oblate spheroid flattened at the poles), and that it stands at the true centre of the land surfaces of the globe according to Mercator's projection.

It is truly oriented to the four cardinal points of the heavens with an accuracy apparently unattainable in any building in these days, and the Great Circle coinciding with the centre lines of the ascending and descending passages, and "Grand Gallery" must, at the date of its building, have coincided with a wonderful stellar conjunction which can recur only once in every 25,827 years, the number of years in the precession of the Equinoxes, and hence establishes the date of the commencement of its construction as 2170 B.C., at which period Egypt was ruled over by the hated Hyksos or Shepherd Kings.

In carrying out all measurements, both of space and time, two units have been made use of—the "Pyramid inch," which is equal to 1.001 British inches, and the "Sacred Cubit" of 25 Pyramid inches or 25.025 British inches, which has the same length as the cubit employed in the construction of the Tabernacle, the Ark of the Covenant, and King Solomon's Temple, and is exactly one twenty-millionth of the earth's polar axis of rotation.

Now with these two units in mind we find that the following facts are established:—  
The length of one side of Pyramid ..... 9131.055

Sacred Cubit ..... 25  
= 365.2422, the exact number of days and fraction of a day in the solar year.

The two diagonals of the base added together are within a fraction of the number of years in the precession of the Equinoxes—viz., 25,826.6.

The height of the Pyramid multiplied by 10.9 (1,000 millions) equals the distance of the sun or 91,837,322 miles, which is approximately the mean of all the measurements that astronomers have arrived at after numerous expeditions to observe the transit of Venus, and is probably the true distance.

The estimated weight of the Great Pyramid is just one billionth of the estimated weight of the earth, or roughly, 6,000,000 tons, and there is enough stone in it to build a wall six feet high and two feet thick all round France. The area of its base is about 13 acres, the size of Finsbury-square.

## CHINESE TELEGRAMS.

(By Arrangement with the Wah Tze Yat Po.)

SHANGHAI, October 30.

The Premier is leaving no chance untried to make peace with the South. He is sending Mr. Lau Sing Yan, ex-governor of Kwangsi, and Mr. Li Hung Chang to Canton to negotiate.

The Government is considering the advisability of converting the Customs tariff into the dollar, a book-keeping change which involves the necessity of accepting dollars in payment of customs revenue.

The Finance Minister is negotiating with a certain country for a small loan against the Salt Surplus, to stabilize the Peking bank notes.

The Premier having gone to Tientsin to spend his birthday, the cabinet is not at present sitting. The Senate votes on his full appointment to-morrow.

### H.M.S. VERULAM MINED IN THE BALTIC.

16 OFFICERS AND CREW  
MISSING.

The Admiralty announces that H.M. destroyer "Verulam" (at first incorrectly reported as the S. 19) struck a mine in the Baltic on the night of September 3 and sank.  
Sixteen officers and crew are reported missing.

A Reuter telegram from Helsingfors states that the Captain, one officer, and 90 men were saved.

According to the current Navy List the officers serving in the "Verulam" were:—Lieutenant-Commander G. L. Warren, Lieutenant C. C. D. Lees, Engineer Lieutenant J. House, D.S.C., Sub-Lieutenants O. P. Powell and E. C. Cookson, Gunner (T.) G. T. Jebbett, and Midshipmen A. W. Edgecombe and A. W. Ashley.

### GERMAN LINERS.

25 FLYING U.S. FLAG.

A good deal of uncertainty has existed as to the disposition of the large ocean passenger steamers which formed so important a feature of the German mercantile marine. Examination of the new volumes of Lloyd's Register throws an interesting light on the subject. These volumes contain information with respect to 43 Ex-German liners of upwards of 10,000 tons gross, and show that these vessels are distributed, permanently or otherwise, in the following way:—

United States Shipping Board	16
United States Navy Department	9
British Shipping Controller	6
Italy	2
Brazil	1
Unalotted	9
	43

Thus out of 43 ex-German liners of over 10,000 tons the American flag floats over 25, and the British over six. Of the 19 run by the United States Shipping Board, 14 have received new names, which suggests that the vessels are considered to be thoroughly American.

It may be observed that all of the above 15 vessels were seized by the United States in American ports, and that the United States is understood to have laid claim to them on that account. Nevertheless, recent American newspapers give currency to a report, that the Mount Vernon (ex-Kronprinzessin Cecilie) is to be handed over to the French maritime authorities on concluding her work as a transport. It is reported that the International Mercantile Marine Company may acquire from the United States Shipping Board the "Leviathan," "George Washington," and "America" in order to run them in the North Atlantic trade.

There are better hopes, it appears, of a return to European control of the nine big German liners managed by the United States Navy Department on behalf of the American Government.

All these vessels were taken over by the United States after the Armistice. They had been in German ports during the war. American reports has it that since their work as transports is concluded, the United States will return the liners to the Allied Council for distribution. The "Imperator," the impression is, will come under British ownership, while France it is believed, will acquire some of the vessels in the list.

## THE RISE IN WHARFS.

SENSATIONAL PRICES WITHOUT CAUSE.

No small excitement has been caused in the Shanghai share market by the sensational rise in Shanghai & Hongkew Wharf Company shares. Everting to last April, we find that they stood at Tls. 86/88. They rose gradually, with occasional slight backward movements, throughout the Summer, until on the 13th instant they stood at Tls. 180 (for December). From this point the rise has been substantial, as the following figures show: 13th instant: Tls. 183, 13th, 10th, Tls. 141 (for December); 17th, Tls. 145/147/149 (for December); 18th, Tls. 145 (cash) and Tls. 150 (for December); 20th, Tls. 157/59 (for December); on Tuesday, they stood at Tls. 137.50 (cash) and Tls. 165, 167, and 170 (for December).

On Oct. 22 although the official statement shows a smaller figure, they are reported to have been done at Tls. 180 for December, and it appears to be expected that they may reach Tls. 200.

There appears to be no solid foundation for this extraordinary rise, and a suspicion is general that a few men are deliberately manipulating the market. Last year, Wharves paid a dividend of Tls. 4. This year it is considered possible that they may pay Tls. 5 or Tls. 6, but hardly more. This certainly is no great return on an outlay of Tls. 180—N.C.D.N.

### NEW BRITISH MINISTER TO PEKING.

The *Lt. C. Express* of September 11 speaks definitely of Mr. Bellby Francis Alston as the destined successor of Sir John Jordan as British Minister at Peking. Mr. Alston has had a good deal of experience in China, and has acted as Chargé d'Affaires at the Chinese capital on more than one occasion, and is at the present time Counselor of the Legation. The second son of the late Sir Francis Alston, of the Foreign Office, he is in his 51st year, and entered the Diplomatic Service twenty-nine years ago. He was secretary to the British Plenipotentiaries at the Paris Copyright Conference in 1896, and acted in a similar capacity to the British representatives at the Sugar Conference at Brussels in 1898 and 1901-2. At the Coronation of King Edward in 1902 he was attached to the foreign representatives who were specially accredited, while at the Coronation of King George he was in attendance on the Chinese representative, Prince Tsai Chen. He also attended Prince Tsai Sun on his visit to England with the Chinese Naval Mission at the end of 1909. Mr. Alston received the C.B. in 1918.

### "PRINCE ALBERT THE GOOD"

Prince Albert's reputation, which was under-estimated during his lifetime, may be said to have been overdone during the long period of Queen Victoria's widowhood, partly, no doubt, through a feeling of loyal sympathy for her Majesty. But the fact is Prince Albert was too good a Prussian ever to be popular in England. His personal character was stainless—that is generally agreed,—but a faultless Prince; especially a faultless Prussian, is not necessarily likeable, and the Prince Consort had not quite begun to understand us. He had little or no sense of humour, and took newspaper attacks with solemn umbrage. The Queen declared that the *Times* criticisms of Prussia made him ill. Thinking to placate the terrible Delane, the Prince conveyed to Printing-house Square the exclusive news that he was about to receive the title of "Prince Consort." The next morning the *Times* printed the "exclusive" with a "sneeringly approving" article, which the Prince felt to be a particularly ungracious return for his favour. Press attacks at last became so annoying that the Prime Minister of the day was urged by Royalty to make the subject of "Parliamentary action" whereupon the Prime Minister read Royalty such a lecture on the independence of the British press as put an end to the idea of "Parliamentary action" in this particular direction.

### SUNSHINE AND COMMON SENSE.

DON'T doctor your blood for rheumatism. Use an external application of Chamberlain's Pain-Expeller. In a few days it will get you up and out into the sunshine, then Nature will restore the rich red blood to your veins and soon rid the system of this troublesome disease. For sale by all Chemists and Storekeepers.

## BUSINESS NOTICES

### CALL AND INSPECT THE NETTLETON SHOE

AT  
**SHAW'S**

Latest Models Just to Hand in Blackout  
Vici-Kid, Calf Patent Leather, Etc.

### HIGH OR LOW SHOES

THIS COLLECTION WILL APPEAL  
TO THE WELL DRESSED MAN.

**J. T. SHAW**

TAILOR AND OUTFITTER

NEXT DOOR HONGKONG HOTEL.

### PACIFIC PORTS ANNUAL.

Trade Articles from all Pacific Regions, Descriptive Articles on all Ports of the Pacific Ocean:—W. & S. America, Japan, China, Australasia, etc.

Freight Calculation Table, Distance Table, Trade Statistics, Port and Postal Regulations, etc., etc.

On Sale at Messrs. BREWER & Co.,  
Tel. 696. 23 Queen's Road Central.

### TOILET BRUSHES.

We have recently received a full and varied assortment of the above including Ladies' and Gentlemen's Hair Brushes, Clothes Brushes, Nail Brushes, Military Cases, also Combs, Puff Boxes, Mirrors, Manicure requisites, etc., etc.  
INSPECTION INVITED.

THE PHARMACY, 22, Queen's Road Central.  
Tel. 345.

### FAIRALL & CO.

ARE SHOWING

### NEW CLOTH COSTUMES.

ONE PIECE DRESSES.

AFTERNOON FROCKS in  
SILK & GEORGETTE.

TEL. 644.

TEL. 644.

### DIAMONDS,

JEWELLERY,

SILVERWARE,

CUT GLASS

QUALITY—VARIETY—PERFECTION.

**J. ULLMANN & CO.,**

QUEEN'S ROAD CENTRAL (CORNER FLOWER STREET).

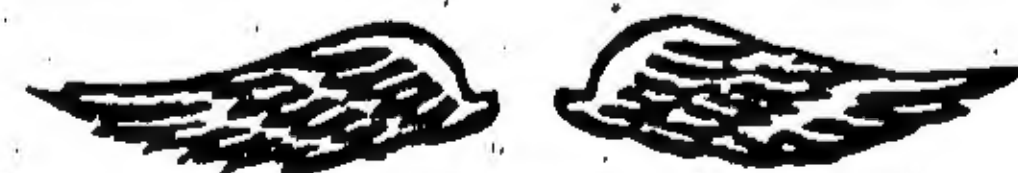
### CALDBECK, MACGREGOR & CO.

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Peking.

Sub-Agents for Hongkong and South China:

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Hongkong.







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AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers  
Share, Coal and General  
Produce Brokers and  
Commission Agents.

**PROPRIETORS**  
"To-Kwa-Wan" Coal Storage.

Codes used  
Bentley's  
A. T. C. 4th & 5th Editions.  
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Telegraphic Address  
"MURION" HONGKONG.

**PUBLIC AUCTIONS**

THE Undersigned have received instructions to sell by Public Auction (For Account of the Concerned),

**SATURDAY,**  
the 1st November, 1919, at 11 a.m., at Messrs. Kwong Tung Cheong's Shipyard, To-Kwa-Wan,  
One complete set Engines and Boiler in good working order.

Description:  
Set of Compound Engines 16 x 33 by 24 Stroke.  
Boiler 12 x 10', working pressure 120 lbs. on Vertical Survey.  
To be sold in one lot together with Engine Seat, Shaft, Propeller and all Piping, &c., &c.

Also  
One Steel Steam Launch  
Length ... 40 feet  
Beam ... 15  
Depth ... 9  
(no Boiler)  
Compound Engines and Brass Condenser.  
Launch to convey intending passengers will leave Blake Pier at 10.30 a.m.

Terms:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, October 28, 1919.

(For Account of the Concerned),  
on  
**SATURDAY,**  
November 1, 1919, at 12 noon, at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,—  
One two seater  
"SMITH FLYER"  
Fitted with 2 Cylinder 15 H. P. Indian Motor.  
In good running order.  
On view day of sale.  
Terms:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, October 30, 1919.

(For Account of the Concerned),  
on  
**TUESDAY,**  
November 4, 1919, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,  
**INDIAN MOTOR CYCLE AND SIDECAR POWER PLUS 1918. MODEL ELECTRICALLY EQUIPPED.**  
In excellent running order and condition.  
Inspecting order may be had from the undersigned.  
Terms:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, October 28, 1919.

(FOR ACCOUNT OF THE CONCERNED),  
on  
**TUESDAY,**  
November 4, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,  
A QUANTITY OF  
**SUNDRY USEFUL HOUSEHOLD LINENS, &c.,**  
Comprising:—  
Double Plain and Hemstitched and Scalloped Sheets, Linen Damask Table Cloths, Turkish Towels, Battenberg and Drawwork Bedspreads and Table Covers.  
Also  
Two 8 X Prismatic Binoculars, and  
Suit and Attache Cases, Brass Jardinières.  
Terms:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, October 30, 1919.

## PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned),

**TUESDAY,**  
November 4, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

**USEFUL HOUSEHOLD FURNITURE, CARPETS, GLASS, PLATED WARE, &c., &c.**

As follows:—  
Large T. entry-covered Chesterfield Sofa & A. chairs (new), Folding Card and Occasional Tables, Upholstered Suite, Tea-wood Bedroom Furniture, comprising Bedsteads, large and small Wardrobes, Dressing Tables, Washstands, &c., (Jamaica Teakwood), Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, &c., Dinner Service, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Teakwood Screens, Sundry Blackwood Furniture, Blackwood Fire Screens, &c., Side Tables, Chairs, Cabinets, Pictures, &c., Carpets new and second-hand, Curtains, &c.

Also  
One Piano,  
One 16-Bore Sporting Gun, Two Riscas, Tennis Balls, &c., &c.  
(Full Particulars from Catalogue).  
Terms:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, October 30, 1919.

(FOR ACCOUNT OF THE CONCERNED),  
on  
**FRIDAY,**  
November 7, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

A LARGE ASSORTMENT OF  
**Valuable Chinese Porcelains, Curios, &c., &c., &c.**  
including:—  
A large variety of 5-coloured and 3-coloured Vases, Wall Plaques, Table Screens, Blue and White Vases, and Incense Burners, Old Bronzes and Brass Figures, Vases, &c., Kakemonos and Lacquered Ware.

The above stock include pieces of the Ming, Kungli, Kienlung and Tzong-wong Periods. The bulk of which will be sold without reserve.  
(Full Particulars from Catalogue).  
On view from 2 p.m. 6th November.  
Terms:—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, October 28, 1919.

## FOR SALE.

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,  
16 feet, sailing Dinghy equipped with 2 H.P. out board  
Cattle Motor  
(magneto ignition)  
complete with sails, sculls, &c., &c.

Also  
Outrigged racing skiff about 21 feet long with sliding seat, and pair of sculls, (newly done up).  
The above craft are in good condition and are being sold due to owner leaving the Colony.  
Particulars from the Undersigned.  
Terms:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, October 2, 1919.

Making Sure of Baby's Health

It is widely known that baby milk carries germs of disease, and so serious is the danger of infection that medical specialists repeatedly utter strong warnings. How readily young babies fall victims can well be understood.

The "Allensbury" Foods provide the requisite nourishment in a pure and portable form free from germs.

A PURE & COMPLETE DIETARY

**The Allensbury's Foods**

Milk Food No. 1  
From sterilized milk.  
Milk Food No. 2  
From sterilized milk and wheat.  
Milk Food No. 3  
From sterilized milk and rice.  
Milk Food No. 4  
From sterilized milk and corn.  
Milk Food No. 5  
From sterilized milk and malt.

Also  
Two 8 X Prismatic Binoculars, and  
Suit and Attache Cases, Brass Jardinières.  
Terms:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, October 30, 1919.

## WANT ADVERTISEMENTS

35 WORDS 3 INSERTIONS, \$1. PREPAID.  
Each additional 5 words 4 Cents.

## WANTED.

REQUIRED immediately an experienced STENOGRAPHER & TYPIST (Male or Female) for Professional Firm. Apply "Celestia" c/o this paper.

## TO LET.

TO LET.—A SHOP in Nathan Road, Kowloon. Apply to HUMPHREYS, ESTATE & FINANCE CO., LTD., Alexandra Buildings.

## TO LET.

TO LET.—A Vacant Plot of LAND at Yau-ma-tei. Apply to—THE HONGKONG LAND RECLAMATION CO., LTD.

TO LET.—A VACANT PLOT OF LAND, Fraya East.

Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

A HOUSE in Knutsford Terrace, Kowloon. Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

## CIGARS! CIGARS!

JUST ARRIVED FROM HOLLAND A CONSIGNMENT OF

## "FLOR DE ROELOFS"

FIRST CLASS DUTCH CIGARS.

Apply for Quotations and Samples

Sole Importers

"TRANSMARINA" Trading Company,  
Hotel Mansions.

PACKING AND SHIPPING WILL BE RECEIVED  
GUARANTEED FOR ALL GOODS.

**NIKKO & CO.**

DEALERS  
IN  
Japanese Fine Art Curios.  
Tea Set. Embroideries.  
Satsuma and Kutani Wares.  
Bronze Ornaments, Etc.

Hongkong Hotel Building.  
Tel. No. 1259.

## LA FAVORITE.

9 BEAconsFIELD ABOADE.

**LADIES' DRESSES,  
EVENING DRESSES,  
AFTERNOON GOWNS,  
GOLF KITS & DRESSES  
For all Occasions.**

Parisian Cutting is our Speciality.

Parisian Styles.

## ASAHI BEER



SOLE AGENTS:  
MITSUI BUSSAN KAISHA.

## PUBLIC AUCTION.

By Order of the Mortgagees.

MR. GEO. P. LAMBERT has received instructions to sell by Public Auction.

On FRIDAY,  
the 21st day of November, 1919, at 3 o'clock in the afternoon at his sale room in Duddell Street, Victoria, Hongkong.

The Steamship "ASIA"

of 1061 tons now lying in Kowloon Bay in the Harbour of Hongkong together with all the furniture Store equipment and appurtenances now on board.

IN ONE LOT.

This Ship is a Chinese ship registered in Canton and is constructed of steel. She has the following dimensions:—namely Length 262 feet; Breadth 32 feet 6 inches and Depth 18 feet 9 inches and her speed is about 10 knots.

For further particulars and conditions of Sale and for orders for inspection of the vessel please apply to

MESSRS. FUNG YUEN,  
223 Wing Lok Street

or to

MESSRS. DEACON, LOOKER  
DEACON & HARSTON,  
No. 1 Des Vaux Road Central

Vendor's Solicitors

or to

MR. GEO. P. LAMBERT,  
The Auctioneer.

Hongkong, October 13, 1919.

**JUST ARRIVED**  
A quantity of New  
**FILM PACKS**  
\$1.00 per pack of 12.

**MEE CHEUNG**  
PHOTOGRAPHER.  
Ice House Street. Tel. 1018.

## INTIMATIONS

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of A. S. WATSON & CO., LIMITED, will be held at the HONGKONG HOTEL, on the 5th day of November, 1919, at Noon, when the subject of the resolution, which was passed at the Extraordinary General Meeting of the Company held on the 30th day of October, 1919, will be submitted for confirmation as a Special Resolution.

"That the new Articles already approved by this Meeting, and for the purpose of clarification submitted by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Dated the 21st Day of October, 1919, Hongkong.  
JOHN D. HUMPHREYS & SON,  
General Managers.

UNION INSURANCE SOCIETY  
NOTICE IS HEREBY GIVEN OF CANTON, LIMITED.

That an EXTRAORDINARY GENERAL MEETING of the SOCIETY will be held at the registered Office of the Society, Nos. 3 and 4 Queen's Building, Victoria in the Colony of Hongkong, on FRIDAY, the Seventh Day of November, 1919, at 12 o'clock Noon, when the subject of the resolution will be proposed:—

1. That the fusion of the interests of the Union Insurance Society of Canton, Limited (in this and the following Resolutions referred to as "the Society"), and the North China Insurance Company, Limited (in this and the following Resolutions referred to as "the Company"), be approved of and agreed to on the following:—

(a) That shares of the Society of the nominal value of £10—each whereof £4—per share shall be credited as paid up be allotted to the shareholders of the Company in exchange for the shares of the Company in the ratio of one and a half shares of the Society for each one share of the Company.

(b) That the Society in addition make payment to the shareholders of the Company of the sum of £5 (Five pounds) Sterling in cash for each one share in the Company held by such shareholders exchanging their shares in manner and upon the basis mentioned in clause (a) above.

2. That for the purpose of carrying into effect Resolution No. 1 (a) above, the Society do issue 15,000 Shares of the nominal value of £10 each (whereof the sum of £4 per share is credited as paid up) out of its unissued capital of 104,000 shares.

3. That the 15,000 shares referred to in Resolution No. 2 above as and when issued do rank for dividend and in all respects pari passu with the existing Ordinary Shares of the Society and that the balance (if any) of such 15,000 shares be dealt with in such manner as the Board of Directors of the Society shall think most beneficial to the Society.

Dated this Twenty-fifth day of October, 1919.

C. H. P. HAY,  
Deputy General Manager.

## NOTICES.

**CARS on HIRE** Experienced Chauffeurs and Expert Mechanics.

A Large Number of  
New and Comfortable Cars  
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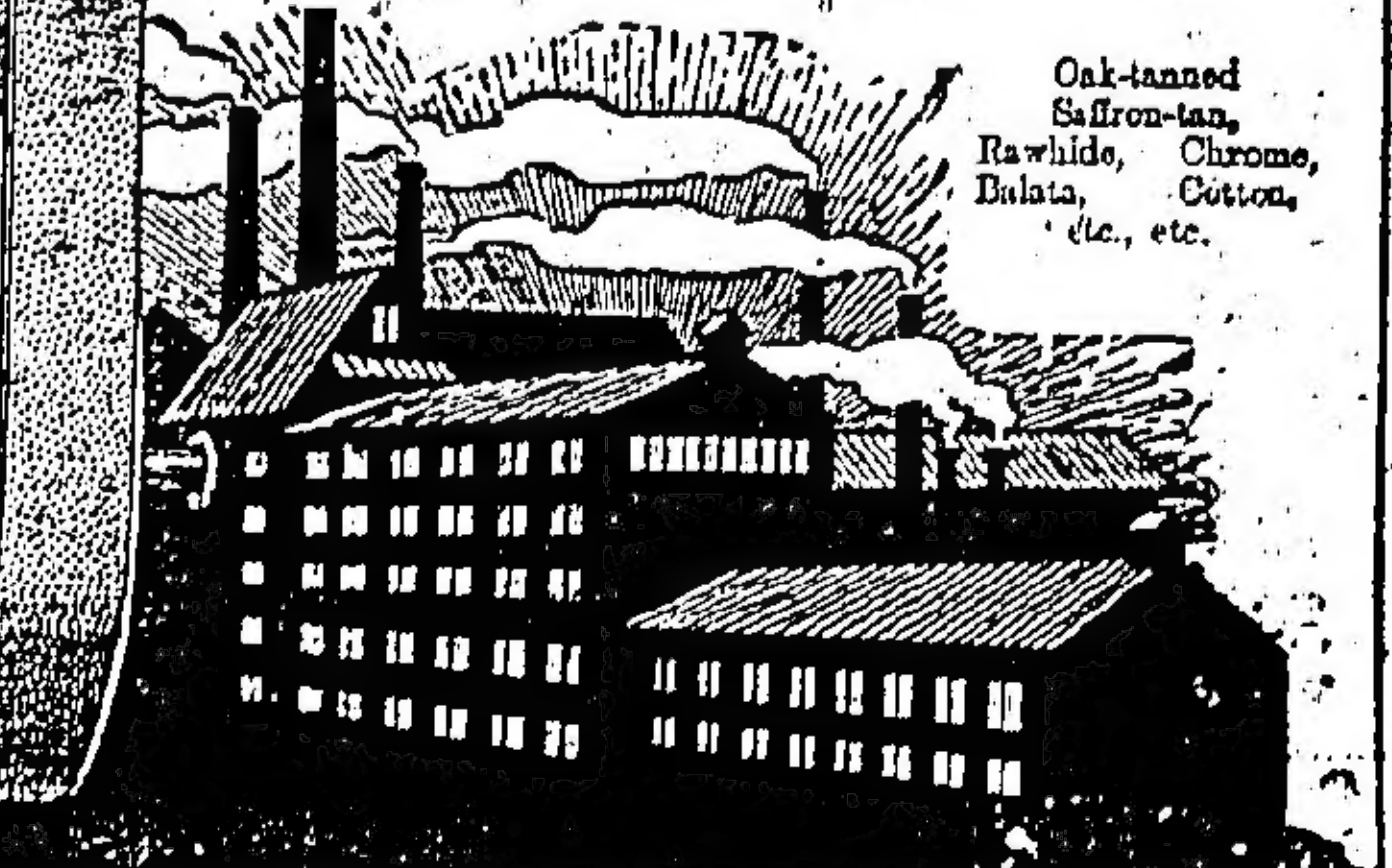
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## BIRTHS.

ROACH.—On October 24, at Shanghai, to Mr. and Mrs. R. B. Roach, a son.

CHUN.—On October 24, at Shanghai, to Mr. and Mrs. T. W. K. Chun, a daughter.

MURPHY.—On October 7, at Port Washington, New York, to Mr. and Mrs. T. B. Murphy, of Shanghai, a son.

KIEWARDSON.—On October 20, at Shanghai, to Mr. and Mrs. R. E. Stewardson, a son.

CHAPMAN.—On October 27, at Shanghai, to Mr. and Mrs. A. Chapman, a son.

## MARRIAGES.

CARRY-VENNER.—On October 24, at Shanghai, Stuart Clutterbuck Carry, of Ramsey, Cheshire, to Miss Amy Milne, of Weybridge, England.

LEON-CHANG.—On October 24, at Shanghai, Joseph Andrew Leon, to Catherine Mary Chang, of Shanghai.

WILEN-LOAM.—On October 23, at Shanghai, Ernest Lee Allen, to Violet Mabel, only daughter of the late Mr. and Mrs. William Bennie Loam, of Shanghai.

MERRILL-ATKINS.—On October 23, at Shanghai, Henry Ferdinand Merrill, of Manchester, Massachusetts, U.S.A., to Kathleen Baker Atkins, of Vancouver, Canada.

PARNELL-SUMMERS.—On October 24, at Peking, Harold Stewart Parnell, of the late Colonel the Hon. Arthur Parnell and of the Hon. Mrs. Arthur Parnell, of Chelsea, London, to Marjorie Eva, elder daughter of Mr. H. D. and Mrs. Summers, of Peking.

## DEATHS.

WOODWARD.—On October 24, at Shanghai, Ruby Helena Selma Woodward, daughter of the late Charlotte Elton Brown, and step-daughter of Enrol Brown, in her 41st year.

ELLIS.—On October 17, in England, Harry, the only son of the late Mr. Francis Ellis and Mrs. Ellis, in his 18th year.

FERRIER.—On October 20, at sea on board s.s. Burnmoor, Arthur James Ferrier, eldest son of the late James Ferrier, of Shanghai, in his 42nd year.

STEWARTSON.—On October 20, at Shanghai, the infant son of Mr. and Mrs. E. B. Stewartson. FIGUERELO.—On October 27, at Shanghai, Carlos Augusto de Figuerele, aged 18.

## The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, FRIDAY, OCT. 31, 1913.

## ADVERSARIA.

Editors think themselves a small pot-plant. New paper writers are as conceited as actors and musicians. But there is one greater than they. The outside world knows nothing of him, but in every newspaper office (Lord Northcliffe's included) he is the kingpin. He is the Foreman. And the Foreman says to-day that he cannot "do" with more than half a column of "adversaria." Just as we were growing cocky and considering this feature the life of the paper, we get that nasty smack. It is those legislators fellows, of course, that the Foreman thinks more important than us.

Thank goodness, Hongkong hasn't gone dry. As soon as the half column is done, we are going to visit that cosy new snooty room at the Hotel, and as old Omar puts it, "drown the memory of that insolence."

Had we had our fair share of space we were going to review all the comically serious theories that our superstitious generation had published to account for the city phenomena at Swanton Noyers Rectory, in Norfolk.

"Spurs of oily liquid from walls and ceilings drove the occupants to seek fresh quarters." The Home papers were full of it for weeks. The phenomena were exaggerated, and most idiotic theories in great variety were advanced in explanation. Truth learns that it was due to a female child playing tricks with a syringe! The point is that there is just as much falsehood and foolishness gets into print as ever leaks out at a gossip meeting.

Is it up to the G.O.C.? Really? Does the fate and freedom of all our citizens of the Defence Corps depend on the individual judgment of the General Officer Commanding? If so, S.O.S. He said in council that on the arrival of the regulars in a month's time he would consider what further steps could be taken. That makes it appear that the whole thing is left to him, and such a thing should not be. Our G.O.C. happens to be a good man, (they all speak well of him) but no such authority in such circumstances should rest with a man in his position. Suppose

he had been like the Commandant of the M.S.V.R., an officer who has just been severely snubbed by the Court down there, for attempting to twist the Law to his own militaristic notions. It is to the Governor we have been addressing our representations regarding the special case of the Defence Corps, and he happens to be, even militarily, the G.O.C.'s superior officer, doesn't he? So we respectfully urge on His Excellency the Commander in Chief to tell the G.O.C. not to trouble thinking what can be done, but to think for himself what he himself can do. No camp, demobilization as quickly as convenient, and the rescinding of the conscription Ordinance chop-chop. That's what we want.

As it was we who shrieked during the rice crisis for a temporary prohibition of exports (in our judgment at that time a simple and necessary device to meet an intolerable situation) we take to heart the remarks by the Colonial Secretary at the Council meeting. He said: "The rice was not suddenly seized and export prohibited thereby causing large contracts to be broken and general confidence to be shaken. One thing the Government tries to do here is not to disturb the confidence people have in this place as a free entrepot of trade. Confidence is a very delicate plant and once disturbed it is very difficult to get it to grow again." Perhaps we were wrong. We are as likely, and as much entitled, to err once in a while as anybody else. But that is an argument, an excellent argument, that fits bigger things than rice. In its police regulations, its war measures protracted into peace time, and so on, is the Government equally concerned not to shake the confidence people have in this place sharing British freedom? That confidence in the right of the liberty of the individual is a very delicate plant. What?

## LOCAL AND GENERAL.

To-day's dollar is worth 4/6 11/16d.

To-day's return of communicable disease shows one case of diphtheria.

Mr. O. H. Ritter, of the China Mail Steamship Co., accompanied by Mrs. Ritter, returned by the s.s. "Nanking" yesterday.

The Raffle for a goose in aid of a destitute family in Aberdeen, Scotland, arranged by Mrs. Frost, was won by Ticket No. 38.

The motor scooter has appeared in Hongkong. Two young men were driving one about in the crowd, standing tandem. It seemed a very handy thing.

The total output of the Kailan Mining Administration's mines for the week ending October 18 amounted to 82,145 tons and the sales during the period, to 83,047 tons.

Among those passing through the Colony, is Dr. Scholz, an eminent eye-specialist. He arrived yesterday by the "Nanking," and leaves to-day at 4 p.m. for Manila where he is engaged by the government there.

Members of the Hongkong Jockey Club are reminded of the Half Yearly Meeting called for tomorrow (Saturday) the 1st November at 12.30 p.m. at the Offices of the Jockey Club, on the ground floor of the Hongkong Club Annex, Chater Road.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:—Mr. Li Sui Kum \$100, Mr. Lo Cheuk Wan \$100, Mr. Wong Lu Tung \$50, Messrs. Wo Cheong \$50, Mr. Choy Yat Ho \$50, Mr. Choy Wai Yan \$50.

The following local residents left yesterday by the "Empress" liner:—Sir Paul Chater C.M.G., Sir Ellis Kadorie, the Hon. Mr. and Mrs. S. H. Dodwell, the Rev. and Mrs. W. T. Featherstone, Mr. G. P. Nightingale, Mr. C. Thorne, Mr. P. H. Cobb, Mr. A. Gubbay, Mr. G. N. Manley, Mr. Mrs. and the Misses Levy, and Mr. "Knoll."

The recent birth of a daughter to the Chinese Minister in London and Madame Sze is, we believe, the first occasion on which so interesting an event has taken place at the Chinese Legation. A son was born to Marquis Tseng whilst Minister to the Court of St. James, but he was not born in the Legation. Both Madame Sze and the infant daughter are proceeding well, says the L. & C. Express of September 11.

A large and representative but informal meeting of ladies and gentlemen was held at the residence of Mrs. Basil Tait yesterday afternoon. Several schemes for raising money on behalf of the devastated regions of France were discussed. A working committee with power to add to its numbers was appointed and instructed to discuss these schemes previous to laying them before the public.

## CRICKET NOTES.

(Special to the China Mail.)

[BY "UNIQUE"]

The Hongkong Cricket League started in an inauspicious manner last Saturday. I hope that fixtures will be adhered to as closely as possible. Last year some unpleasant things had to be said about the indiscriminate postponing of matches to suit the fancies of one side or another.

It was plain, on Saturday, that the time fixed for drawing stumps during this month—6.15 p.m.—is too late, but, then, the League could scarcely have foreseen these gloomy evenings, when cricket at 6 p.m. is a strain on the eye and on the nerve, and, sometimes, a source of danger. I take it, however, that no Club can be penalised for appealing to the umpires on the score of light and the umpires decide that it is too dark to play, even if the League Committee lays down the rule that play should cease at 6.15 p.m. It is these "knotty" points that make some people wish, now and again that League cricket had never been invented.

Kowloon demonstrated their strength in a forceful manner by the drubbing which they gave the Chinese on the Causeway Bay ground. Had the match been a friendly, the result would most probably be a draw, for it was really too dark for cricket during the latter stages of the Chinese innings. It being a League match, and Kowloon naturally anxious for two points, it was not to be expected that play would stop, for, without the least doubt, Kowloon deserved the two points.

The Chinese missed so many catches that one cannot estimate what the score might have been if all the chances offered had been accepted. The wickets were awkwardly placed and some of the fielders were handicapped by having the sun in their eyes. E. L. Braga's display of batting raised him in general estimation. He hits clean and hard, and never spares a loose ball, and he must henceforth be regarded as one of Kowloon's mainstays. Goodall's batting had everything to recommend it, for in addition to splendid forcing strokes on the off, he has a stubborn defence. The Chinese were lucky in that they were able to get Claxton and Stapleton out so early as they did. The tale would have been a different one if Claxton had not going.

The Chinese batting was nothing worth boasting about. Ng Sze Kwong, G. Lee and Ching were all cheaply dismissed, and Yew Man Tsun, another fairly consistent scorer, was run out when he was getting set. Pestonji was bowling very well indeed, the pitch suiting him to perfection, for the ball was inclined to kick so that many catches went into the slips where he had placed four men. Shin Man Ping batted very steadily.

If it had been possible to play the Civil Service-Indian match to a finish, the result would have been very closely contested. R. O. Hutchison made a very welcome reappearance for the Civil Service. The Club will soon be having the services of G. R. Sayer, who is shortly returning after war service, while E. W. Hamilton is also due back some time next month. R. E. O. Bird will not return to the Colony till January.

The Civil Service batting was patchy. Wiltchell and Bradbury, the opening pair, gave their side a good start, but the former did not stay long enough at the wickets to be of real use to his side. Bradbury gave two chances in making 43 runs, and drove well on both sides of the cricket. Wood was unfortunate in getting out so early; I fancy he did not take the bowling seriously enough. Hutchison's display was the best on his side, and if he scores with similar freedom in the future, the Civil Service side will not do so badly as some supposed it would. The Indian bowling was not difficult, Earle's fast deliveries alone getting any respect, because of their speed and their straight course.

If Wiltchell had been given to open the bowling with Ling, I am of opinion that the result of the match might have been different. Severn was obviously off his length. The Rumjahn family all did well. A. H. Rumjahn has still to produce that splendid batting form he showed in the 1917-18 season, or even, occasionally, last season. He has not yet quite recovered from an injury to his leg. A. A. Rumjahn, the most promising cricketer in his Club, got a nasty knock with a ball on his chest from Ling, it being too dark for the batsman to follow the ball. D. Rumjahn scored 25 runs in the most confident manner, and was unbeaten at the end. Arculli was in for nearly an hour and a half for 11 runs, his barn-door tactics being very disheartening to the bowlers. Earle must learn to curb his natural impetuosity to score, for he can hit so cleanly and so hard that he is bound to do himself good if he will exercise more care.

## HYDROPLANES AT MACAO.

MACAO LEADS HONGKONG.

Macao has now 6 hydroplanes and they will shortly be placed on the service from Macao to Timor by that enterprising genius Capt. Ricou. It is high time some of our mercantile marine went in for aeronautics. A few of them would yell to the public for more and more parachutes, I suppose, instead of lifebelts.—Contributed by ENGINE DRIVER.

## LARCENY OF A DOG.

A Chinese was charged before Mr. Lindsay this morning with the larceny of a Japanese dog belonging to Mr. James Kynock, of Kowloon.

Defendant said he bought the dog from a coolie for \$3.50.

His Worship: Is there any evidence of larceny?

Sergeant Moore:—No, your Worship. The dog was found in a bird shop. The master there pointed out defendant as having sold the dog to him. His Worship (to defendant): What did you buy it for?

Defendant:—I bought it to be a pet.

His Worship:—And you sold it the same month you bought it.

Defendant:—Yes, I sold it for \$4.

I found that the dog's eyes were bad, so I didn't want it any more.

His Worship: What is this dog supposed to be worth?

Sergeant Moore:—\$50.

His Worship (to defendant): If you bought the dog from a coolie for \$3.50 you must have known that it was stolen.

Defendant: Really I didn't know.

His Worship: I sentence you to six weeks' hard labour.

A "century" by E. W. Day was the chief feature of a friendly match played on Saturday against a team captained by Major Bowen. Bowen's team, batting first, found the bowling to their liking. Horrocks, of last season's Manchester eleven, scored 62 runs in quick time, and Bowen collected 39 runs in very fine style. Donnelly, who was making his first appearance for the season, got badly knocked about, giving 64 runs without taking a wicket.

Day and Mitchell have been the mainstays of the Hongkong C.C. team in batting so far, and now that T. E. Pearce has returned, the Club eleven will be stronger than ever. Day's 112 runs on Saturday was a very praiseworthy attempt, although it was quite free from blemish. He is a very hard hitter who gets most of his runs on the leg side. Mitchell has now got an average of 37 runs for 3 innings. He was applauded for his late cutting.

The R. E. and Indian Army team deserved a better fate than they met at the hands of the R.G.A. at Happy Valley on Saturday. Oliver, who, by the way, did not play for Charterhouse, as was stated by one of your morning contemporaries, was playing excellent cricket when Edwards bowled him. Talfourd has been showing such splendid form this year that it was not surprising to find him once again topping the score-sheet of his side. Not by any means an elegant bat, Talfourd is very hard to dislodge once he has played himself in, for, unlike most cricketers, he never attempts to rush matters even after he is thoroughly set. He did not give the semblance of a chance, so that his innings must be accounted one of the best that has been yet played in Hongkong this season.

That a team including such good batsmen as Major Greenaway, Capt. Gray, Capt. Wahl, Major Middlemas, Capt. Murray and Major Edwards were bundled out for a paltry 30 runs was an achievement of which the R.G.A. can remember with pride. But I doubt whether Bryson and Baines, good bowlers though they be, would have been anything like so successful if the match had been played under different conditions. By that I mean that the batsmen had to play under extreme discomfort owing to the numerous people sauntering through the eye in the most nonchalant manner. It put the batsmen off the ball. It is a pity that the Naval and Military cricket grounds are not properly roped off with the ropes attached, three feet from the ground, to stakes firmly embedded in the earth. The bowling averages of Bryson and Baines speak for themselves. Here they are.

Bryson..... 9 3 22 6  
Baines..... 9 4 7 3

Craigengower continued their run of successes this season by defeating the Navy in a match noteworthy for few scoring. The bowlers reaped rich harvests. Kennett's plucky batting prevented his side from falling to pieces. Omar, who is having the most extraordinary luck in batting this season, and Laumert won the match for their side. The Navy teams will soon be greatly strengthened, for among the officers of the *Hawkins* is at least one cricketer of repute in Bonham-Carter, a well known figure in Plymouth Cricket.

## THE HONGKONG LEGISLATIVE COUNCIL.

THE PUBLIC ENTERTAINMENT BILL.

MR. C. G. ALABASTER ON DELEGATION OF LEGISLATIVE RIGHTS.

The adjourned meeting of the Legislative Council was held at noon to-day, when the Public Entertainment Bill was passed with a few minor amendments. Those present were:—His Excellency the Governor (Sir Reginald Edward Stubbs, K.C.M.G.), The General Officer Commanding the Troops (Major-General Francis Ventris, C.B.),

The Hon. Colonial Secretary (Mr. Claud Severn, C.M.G.), The Hon. Attorney-General (Mr. H. E. Pollock, K.C.),

The Hon. Colonial Treasurer (Mr. C. McIlwaine, M.S.S.),

The Hon. Director of Public Works (Mr. W. Chatham, C.M.G.),

The Hon. Secretary for Chinese Affairs (Mr. E. R. Hallifax, O.B.E.),

The Hon. Captain Superintendent of Police (Mr. E. D. C. Wolfe),

The Hon. Mr. Lau Chu Pak,

The Hon. Mr. C. G. Alabaster, O.B.E.,

The Hon. Mr. R. G. Shewan,

The Hon. Mr. E. V. D. Parr,

Mr. A. G. M. Fletcher (Clerk of Councils).

The Attorney-General in moving the second reading of a bill intitled an ordinance to consolidate and amend the laws relative to places of public entertainment, said that the second reading of the Bill had been deferred from time to time because of a question which had been raised to the effect that such regulations, made by the Governor-in-Council, should be submitted to the Legislative Council. He had been directed by the Committee which sat on the Bill, to move the following new subsection to the regulations:—

"All regulations made as aforesaid shall be laid before the Legislative Council at the first meeting after they have been made; and if a resolution is passed at the next meeting after they have been so laid before the Legislative Council praying that any regulation shall be annulled, such regulation shall thenceforth be void, but without prejudice to anything done thereunder."

With regard to the general principle of regulations made by the Executive Council being laid before the Legislative Council, which has been raised by the Hon. Mr. Alabaster in this Council on several occasions recently, I am authorised by His Excellency the Governor to state that, except in the case of Regulations dealing with matters of pure form or of a trivial nature, the Government is prepared, on all future occasions, to insert in Bills giving to the Governor in Council power to make Regulations, a provision similar to that which is now being inserted as subsection (2) of section 6 of the Bill now under discussion. It is hoped that this solution of the matter will meet with the approval of Honourable Unofficial Members.

The above was the result of certain observations made by the Hon. Mr. S. H. Dodwell when the Rice Bill was first considered and the Attorney-General hoped that, the present legislation would meet the point which had been in discussion for some time. He moved the second reading of the bill, the objects of which were fully set forth in the objects and reasons.

The Colonial Secretary seconded. The Hon. Mr. Alabaster said he appreciated the announcement which the Attorney-General had made. He wished to know whether they could not incorporate the regulation, which in the present instance had been reshaped by a Committee of that Council: "Incorporate that regulation into the Bill" said Mr. Alabaster and debate from section 6 all references to the Governor-in-Council. The object of this form of legislation is fundamental. The Governor had taken upon himself, by the charge of the Colony, a duty of governing it with such assistance as he was able to obtain from two Councils, one the Executive Council which helped him to shape his policy, and which, therefore, must of necessity sit in secret and the other the Legislative Council which was there to help the Governor with regard to the policy, in language, and in doing so to turn the searchlight of criticism on it and also to help him to mould it. There was no necessity in the Council whatever to give any legislative authority to any body. At home some of the machinery of Parliament was so cumbersome that a certain amount of delegation of power was absolutely necessary, but in such bills as the present it was very dangerous that the Legislative Council powers should be delegated to a different body. Mr. Alabaster next referred to a case in England in the delegation of powers, between a Mr. Dyson and the Attorney-General owing to the absence of a Board of Trade locally a certain power had been delegated to the Governor-in-Council and resulted in bad drafting of bills. That was not at all necessary. In the year 1912 a change seemed to have come over the policy of the Government and the Governor-in-Council delegated to himself the

## TO-DAY'S WEDDING.

INTERESTING CEREMONY AT ST. JOHN'S CATHEDRAL.

A very pretty wedding was solemnized at St. John's Cathedral this afternoon, when Mary elder daughter of the Honourable Mr. and Mrs. Henry Hannon of the Hall, West Farleigh, Kent, and niece of Sir Nicholas Hannon, (formerly Chief Justice at Shanghai) was married to Frederick son of Sir Courtenay Bennett (late H.E.M. Consul-General at New York) and Lady Bennett, and Commander of H.M.S. "Hawkins." The Rev. G. Pim, Chaplain of H.M.S. "Hawkins" conducted the service, being assisted by the Rt. Rev. Bishop of Victoria and Rev. V. H. C. Moyle. The bride who was adorned in a beautiful travelling dress of lemon coloured georgette, was given away by vice-Admiral Sir A. L. Duff, K.C.B. The duty of best man was performed by Commander Norman. A Wodehouse, the celebrated Captain of Rugby football. The chief petty officers of H. M. S. "Hawkins" lined the aisle, while the officers with an arch of crossed swords furnished a guard of honour at the entrance when the happy couple were leaving the Church. There was a large congregation present which included—Commanders Mrs. and Miss Gurner, Sir William and Lady Rees-Davies, Surgeon Captain and Mrs. Woodright Mr. and Mrs. Petrie, the Captain and officers of H.M.S. "Hawkins," midshipmen, and a large detachment of men. After the ceremony a reception was held on the Quarter-Deck of the "Hawkins" where the health of the Bride and Bridegroom was heartily drunk. Later, the couple left for their honeymoon. There were many presents received.

powers of the Legislative Council, rendering it absolutely impotent by severing its muscles tendon by tendon. That policy should be stopped. During the war certain exigencies made it necessary that the Legislative Council should make certain concessions and it did so. The war was over and the present bill they were dealing with was not a war measure. It was a matter of appointing certain officers to look into matters of detail. It was a bill which would govern places of public entertainment and there was no reason whatever why the Bill should not be re-modelled in committee so as to include all the regulations suggested and to delete clause 6 as it now stood. Some such procedure had been adopted in the year 1911. Needs must when the devil drives, but as no such necessity existed he thought the principle should be done away with.

His Excellency said that he had to deal with a great amount of such legislation in different Colonies and the procedure, at present, was universal. It obliterated the necessity of several persons framing a bill which might prove too cumbersome and full of details. He followed the argument of the last speaker that legislation should be conducted by the legislature, but that body had full power to either reject any legislation passed by the Governor-in-council and modify it. The Executive council was better able to draft legislation than the legislative body.

At Home a regulation was framed by a department and when it went up to Parliament they had the opportunity of rejecting it or insisting on certain modifications. That he submitted was the most business-like course to follow. He had been concerned in drafting a great number of regulations and he supposed that he had experience of every possible way of dealing with them. A regulation framed by the Legislative Council invariably resulted in being amended, as was the case at home during the last few years, resulting in crude draughtsmanship. The proper course was to leave the framing of regulations always to a small body who could go into the matter with care and consider every point, concurring strictly with the rules of procedure and debate. The power of the Council was absolute and it had only to desire modifications and these would be fully discussed. In the present instance if the Governor in Council had no power it would mean that, for minor amendments such as the use of five gallon buckets, instead of three gallons as required by the regulation, a meeting would have to be called and members' valuable time lost in discussing it. The most practical course was that pursued at present.

The Council went into committee to consider the Bill clause by clause. Certain minor amendments were passed, including the substitution of the sub-section contained in the speech of the Attorney-General.

When clause 6 was read—dealing with the powers of the Governor-in-Council—Mr. Alabaster moved an Amendment asking for the deletion of the clause and the substitution of the words "the regulation in the schedule shall govern places of public entertainment." As no one seconded the Amendment it fell through. The Council then resumed and the Bill was read a third time and passed. Council adjourned sine die.



## HONGKONG DEFENCE CORPS.

Administrative Orders by Major J. H. W. Armstrong, V.D., Acting Administrative Commandant.

## LEAVE.

2nd Lieut. G. C. Moxon is granted leave from 1.11.19 to 10.12.19.

Sgt. J. Olson, "B" Company, is granted nine months' leave from 1.12.19.

Pte. A. B. Stewart, M.G. Co., is granted 12 months' leave from 15.11.19.

Pte. A. A. Glanton, "A" Co., is granted six weeks' leave from 30.10.19.

Pte. N. S. Brown, "B" Co., is granted three months' leave from 30.10.19.

Orders for Artillery Company by Major J. H. W. Armstrong, V.D.

A Musketry Competition will be held at King's Park Range, Kowloon, on Sunday, Nov. 23. It is hoped that a large number will avail themselves of this opportunity of practicing for the Musketry Course, which will be fired on Sunday, Dec. 7. Ammunition will be provided. Those intending to compete are to send their names to the Sergeant-Major of their half Company.

Orders for Engineer Company by Captain R. Hall.

D.E.L. INSTRUCTIONAL CLASSES.  
Classes for higher ratings will begin at Belchers at 9 p.m. on Wednesday.

day, Nov. 5, and will be held at the same hour every Wednesday until further notice. It is hoped that candidates who have sent in their names for these classes, and others desirous of obtaining higher qualification, will attend these classes regularly. Officer on duty: Lieut. G. E. Marley.

Orders for Infantry Battalion by Major Walsman, V.D., Officer Commanding.

## "B" COMPANY.

## PARADES.

Tuesday, Nov. 4.—5.15 p.m. Nos. 5 and 6 Platoons. All N.C.O.s and Men who have not completed T.E.T. will parade at Headquarters. Staff Sgt. Edmunds and Sgt. Meade will attend. Uniform need not be worn. Ties, belts, pouches and dunnies to be carried.

G. E. STEWART, Captain, Adjutant, H.K. Defence Corps, Hongkong, October 31, 1919.

It is announced in respect of the Imperial Chinese Government Gold Loan of 1908 that 1,200 bonds of £100 each and 6,700 bonds of £20 each, representing £250,000, to be paid off at par on October 5, have been drawn at the Hongkong and Shanghai Banking Corporation, 9, Greenchurch-street, E.C.

To-morrow's day for the M.C.L. benefit show at the Theatre Royal, when the Prize Packets give their potted revue, "Chin-chin Hongkong." Lt. Col. R. M. Crosse sings at the piano, Mrs. Maurice Minney gives gems from opera, and other amateurs help. Mottries will tell you the rest.

## CUMMINS RAILROAD BILL.

In the Senate a bill has just been offered by Senator Cummins of the Senate Committee on Interstate Commerce, which contains the following provisions:

(1) The roads will return to private ownership on the last day of the month in which the bill is enacted into law.

(2) The Interstate Commerce Commission receives greatly increased power and is made the supreme body for railroad affairs.

(3) A new Railway Transportation Board is established with certain supervisory powers under the Commission.

(4) Between the Commission and the Board the Government would supervise and control virtually all railroad affairs, including not only rates, but wages, operation, and financing.

(5) A Committee on Wages and Working Conditions would be established; composed equally of representatives of employees and employers.

(6) Strikes and lockouts would be prohibited under penalty of fine and imprisonment.

(7) The Interstate railroads would be combined into not less than twenty and not more than thirty-five regional systems with Federal incorporation.

(8) The Government guaranty of railroad income would cease, but present contracts would be continued for not longer than four months and present rates only changed by the Interstate Commerce Commission.

The revenue thereafter would be limited to sufficient to produce "fair" dividends based on property valuations fixed by the Interstate Commerce Commission.

## TO-DAY'S NEW ADVERTISEMENTS.

## CANTON KOWLOON RAILWAY.

TENDERS for the supply of LIQUORS and REFRESHMENTS at the Terminal Stations at Tai Sha Tau and Kowloon and on all Trains on the above Railway.

IT IS HEREBY NOTIFIED that SEALED TENDERS which should be clearly marked "TENDER FOR THE SALE OF REFRESHMENTS AND LIQUORS ON THE CANTON KOWLOON RAILWAY" will be received at the Head Office of the British Section at Kowloon, and at the Office of the Managing Director at Tai Sha Tau until NOON of SATURDAY, November 8th.

Forms of Tender and full particulars may be obtained at the Head Office of the British Section at Kowloon or the Head Office of the Chinese Section at Tai Sha Tau.

The Railway does not bind itself to accept the highest or any tender.

H. P. WINSLOW, Manager, British Section.

WEN TEE CHANG, Managing Director, Chinese Section.

Hongkong, October 31, 1919.

## DIPHTHERIA—HOW IT MAY BE AVOIDED.

DIPHTHERIA is usually contracted when the child has a cold. The cold prepares the child's system for the reception and development of the diphtheria germs. When there are cases of diphtheria in the neighborhood children that have colds should be kept at home and off the street until recovered. Give them Chamberlain's Cough Remedy and they will not have to remain at home long. It also cleans out the culture buds, which form in a child's throat when it has a cold, and minimizes the risk of contracting infectious diseases. For sale by all Chemists and Storekeepers.

## PUBLIC AUCTIONS.

THE Undermentioned has received instructions to sell by Public Auction, on

MONDAY, November 3, 1919, commencing at 11 a.m.

at No. 10 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Kowloon,

(FOR ACCOUNT OF THE CONCERNED),

132 cases Cassia

(more or less damaged by sea-water)

Also

A Quantity of Round and Square Iron and Wire Nails

And

20 Bundles Shovels.

Terms: Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

on

TUESDAY, November 4, 1919, commencing at 11 a.m.

at his Sales Rooms, Duddell Street.

346 tins Red Oxide Paint

9 do Green Paint

17 do Blue Paint

3 casks White Lead Powder

5 do Red Lead Powder

3 do Red Oxide Powder

6 cases Iron Screws

5 do Toilet Paper

1 case Padlock

Terms: Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, October 31, 1919.

## NOTICES.

SLAZENGERS' RANSOMES' RISEIFY  
GUT PRESERVER ALL-BRITISH TENNIS BALLS

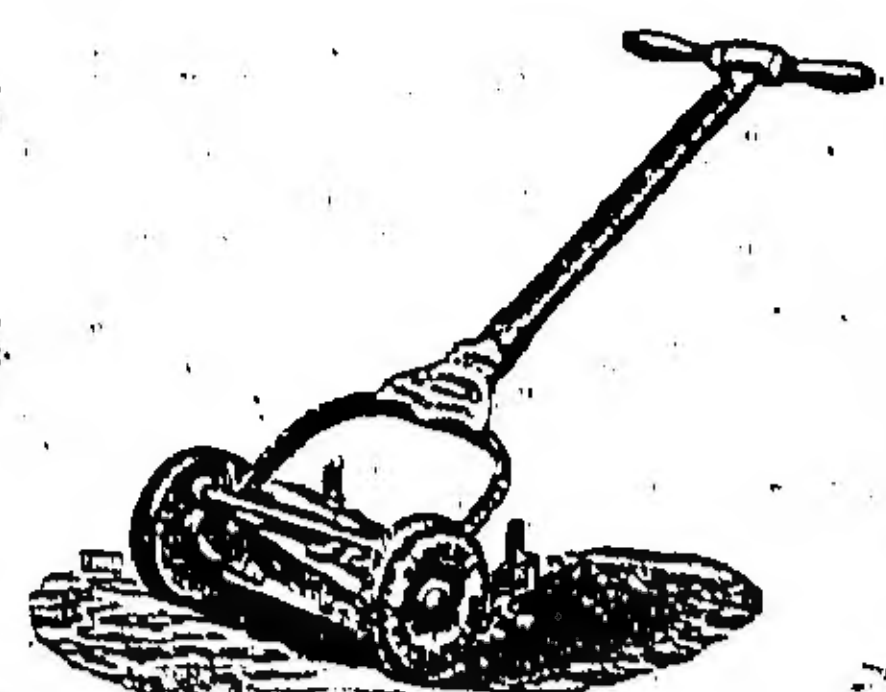
## LAWN MOWERS

THE FIRST CONSIGNMENT

OF BRITISH MOWERS

RECEIVED SINCE

1917.



## COURT MARKERS

OUR COURT MARKERS HAVE NO RUBBER BANDS TO PERISH, THEY ARE CLEANLY AND PRODUCE WELL DEFINED LINES.

TENNIS POSTS

TENNIS NETS

TAPE

SLAZENGERS' MARKING PINS

COURT MARKERS LANE, CRAWFORD & CO.

## NEW COLUMBIA RECORDS.

A 2260 MAUDIE MAZURKA Xylophone Solo.  
MIDSUMMER BELLS Bell Solo.  
A 1180 CATATINA Violin  
ROMANCE  
A 2305 PIZZICATO POLKA Bell & Xylophone Duet.  
MARCH-PATRIOTIC  
A 1157 HEARD GIRL'S DREAM Violin, Flute, & Harp.  
PARAPHRASE ON "The Lorely" Prince's Orchestra  
THE ANDERSON MUSIC COY., LTD.  
(THE COLUMBIA SHOP)  
16, DES VŒUX ROAD CENTRAL. TEL 1492

## SHEWAN, TOMES &amp; CO.

MOTOR DEPARTMENT.

DISTRIBUTORS FOR:

COLE, DODGE AND OLDSMOBILE CARS,  
FEDERAL TRUCKS-FISK TYRES,  
HARLEY-DAVIDSON MOTORCYCLES, ARROW,  
BRENNAN, JACOBSEN, MEITZ, RED WING,  
ROBERTS, & VENN-SEVERIN MARINE ENGINES.

We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

## MOTOR CAR STORAGE

Repairs of all descriptions under European supervision. Repainting a specialty.

INQUIRIES AND INSPECTION INVITED.

Call at our Motor Garage No. 7 Russell Street OR Phone 659.

## EXQUISITE PERFUMERY AND TOILET PREPARATIONS.

PRICKLY HEAT REMEDIES, ETC.

MODERATE PRICES.

COLONIAL DISPENSARY.  
14, Queen's Road Central. Telephone No. 1877.

## O. B. BEER

PRODUCE OF MANILA.

## THE PREMIER BEER

NOW ON THE MARKET.

STOCKED BY ALL

THE LEADING HOTELS & CLUBS IN THE COLONY.

Price per Case 6 doz. Pints, duty paid \$16.50.

AGENTS:

GANDE, PRICE & CO., LTD.

WINE MERCHANTS,

Tel. No. 135. 6, QUEEN'S ROAD, CENTRAL.

# From the Slave Mart of Ancient Babylon to the Marriage Market of To-day!

With trenchant pen Rex Beach has arraigned the Shallow Vener of our Civilisation and exposed the Modern Marriage Market as THE AUCTION BLOCK where the Body and Soul of Woman is bartered and sold without Shame, just as the savage Assyrians of old dragged their Fair Captives to the Slave Markets of Ancient Babylon.

The same virile strokes that characterise Rex Beach's Novels of the Great Frozen North are found in this vivid story of To-day.

## REX BEACH'S

Greatest Story

### "THE AUCTION BLOCK"

SHOWING FROM TO-NIGHT UNTIL MONDAY FOR FOUR NIGHTS ONLY.

PRICES:  
at 5.15  
80 cts. & 40 cts.

PRICES:  
[at] 9.15  
\$1.50 & 80 cts.



AT THE CORONET, OF COURSE!



## SHIPPING

P. & O.-BRITISH INDIA  
& APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,  
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &  
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.SAILINGS FOR  
MARSEILLES & LONDON,  
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hong- kong about	Due Marseilles about	Due London about
"PRINCESS"	3rd Nov. at Noon	4th December	18th December
"KHIVA"	1st Nov. at 11 a.m.	8th December	17th December
"NOVARA"	16th December	17th January	29th January

For BOMBAY via STRAITS and COLOMBO.

S.S.	Leave Hong- kong about	Due Bombay about
"DUNERA"	8th November	25th November
"DILWARA"	16th December	3rd January

For CALCUTTA via STRAITS and RANGOON.

For SHANGHAI, MOJI, KOBE and YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
"NOVARA"	16th Nov.	29th November
"ARRATON APCAR"	19th Nov.	27th November (Kobe)
"DILWARA"	4th Dec.	7th December (Shanghai)

Wireless on all steamers.  
Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.  
For PASSAGE RATES, HAND-BOOKS, FREIGHTS, &c. apply to—  
MACKINNON, MACKENZIE & CO.,  
21, Des Voeux Road Central, HONGKONG.

## OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA).

FOR VANCOUVER AND SEATTLE.

For Freight and Particulars apply to DODWELL &amp; CO., LTD., Agents.

## NATAL LINE OF STEAMERS.

Regular Service of Steamers Between Japan, Hongkong, Singapore,  
Batavia, Samarang and Sourabaya.  
For JAVA PORTS.  
For JAPAN PORTS.  
For Freight or Passage apply to DODWELL & CO., LTD., Agents.

## O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.  
CELEES MARU ..... Saturday, 8th November.  
ALPS MARU ..... End of November.  
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co's steamers.  
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.  
SEATTLE MARU ..... Monday, 17th November.  
BOMBAY & COLOMBO—Regular fortnightly service via S'pore.  
INDUS MARU ..... Tuesday, 4th November.  
SAIGON MARU ..... Beginning of November.  
SAIGON BANGKOK & SINGAPORE—Regular Monthly Service.  
SHISEN MARU ..... Sunday, 2nd November.  
MADRAS MARU ..... Middle of November.  
SYDNEY & MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.  
AFRICA MARU ..... Monday, 17th November.  
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st & 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.  
KAIJO MARU ..... Sunday, 2nd November.  
TAKAO via SWATOW & AMOY.  
SUHO MARU ..... Thursday, 6th November.  
JAPAN PORTS—Moji, Kobe, Yokohama & Yokohama.

For sailing dates and further particulars please apply to—  
Y. YASUDA,  
Manager,  
Tel. No. 744 and 745.  
No. 1, Queen's Building.

## BANKER &amp; CO.

WEST RIVER PASSENGER SERVICE.

THE SS "KONG NING" (Captain Goings), will leave the Sai Kong Wharf (Connaught Road West) on October 31, for WUCHOW via West River.

This Vessel has excellent European accommodation for First-class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience. An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to—  
BANKER & CO.,  
1st Floor Hotel Mansions.

Messrs. THOMAS COOK & SONS,  
Passenger Agents.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	DESTINATION	DATE
SHANGHAI & TSINGTAO	TSINGTAO	Nov. 2, at Noon
SWATOW & BANGKOK	BANGKOK	Nov. 4, at 8.30 a.m.
SHANGHAI	SHANGHAI	Nov. 4, at Noon
SHANGHAI	SHANGHAI	Nov. 6, at Noon
WEIHAIWEI, CHEFOO & TIENTSIN	TIENTSIN	Nov. 11, at 3 p.m.
MANILA, CEBU & ILOILO	ILOILO	Nov. 18, at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation, electric light and fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Telephone No. 24.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

FOR	DESTINATION	DATE
HAIPHONG via HOIHOW	TAKSANG	SATURDAY, Nov. 1, at 8 a.m.
STRAITS & CALCUTTA	YATSHING	SATURDAY, Nov. 1, at 3 p.m.
SHANGHAI via SWATOW & NINGPO	HANGSANG	SUNDAY, Nov. 2, Daylight
MANILA	YUENSANG	FRIDAY, Nov. 7, at 3 p.m.
KOBE	KWAI SANG	TUESDAY, Nov. 11, Daylight
STRAITS & CALCUTTA	NAMSANG	TUESDAY, Nov. 11, at 3 p.m.
CALCUTTA LINE	—	—
SHANGHAI LINE	—	—
MANILA LINE	—	—
HAIPHONG LINE	—	—
BURNEO LINE	—	—
TIENTSIN LINE	—	—

JARDINE, MATHESON & Co., Ltd.,  
GENERAL MANAGERS.

Telephone No. 215.

THE ADMIRAL LINE.  
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"ICONIUM"	(Calling at Shanghai and Kobe)	About November 8.
"WREATHLAND"	.....	About November 11.
"ENDICOTT"	.....	About November 17.
"ELEKTON"	.....	About November 19.
"ELDRIDGE"	.....	About December 10.
"EDMORE"	.....	About December 24.

For PORTLAND direct.

"WEST HARTLAND"	(Calling at Shanghai and Kobe)	About November 27.
"WABAN"	.....	About December 1.
"NISHIMAH"	.....	About December 11.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:  
THE ADMIRAL LINE,  
Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

## THE U.S. SHIPPING BOARD.

S.S. "WYTHEVILLE"

Will be despatched for

NEW YORK

via SUEZ

Late November.

For freight, space and particulars apply to

THE ADMIRAL LINE,  
AGENTS

Telephones 2477 &amp; 2478. 5th Floor Hotel Mansions.

## TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Steamers	Tons	Leave Hongkong
*PERIA MARU	9,000	14th November
KORLA MARU	20,000	2nd December
ISIBELA MARU	20,000	23rd November
*NIPPON MARU	11,000	8th December
TENYO MARU	22,000	18th December
*SHINYO MARU	22,000	15th January.

\*From Kobe. \*Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, BALBOA, COLON, PANAMA,

CALLAO, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th
KIYO MARU	17,800	Nov. 8th
INYO MARU	18,500	Nov. 12th

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge. For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER,  
KING'S BUILDING.

Telephone Nos. 2374 and 2375.

## SHIPPING

## C. P. O.S.

SAILINGS  
HONGKONG TO VANCOUVER

STEAMERS	FROM	DATE
Empress of Russia	HONGKONG	Oct. 30
Empress of Japan	HONGKONG	Nov. 17
Empress of Asia	HONGKONG	Dec. 3
Empress of Russia	HONGKONG	Dec. 15
Empress of Japan	HONGKONG	Jan. 18
Empress of Asia	HONGKONG	Jan. 28
Monteagle	HONGKONG	Jan. 29
Empress of Asia	HONGKONG	Feb. 7
Empress of Japan	HONGKONG	Feb. 24
Empress of Russia	HONGKONG	Mar. 11
Empress of Asia	HONGKONG	Mar. 29
Monteagle	HONGKONG	Apr. 13
Empress of Japan	HONGKONG	Apr. 28
Empress of Russia	HONGKONG	May 19
Monteagle	HONGKONG	May 24
Empress of Asia	HONGKONG	June 2
Empress of Japan	HONGKONG	June 21
Empress of Russia	HONGKONG	July 14
Monteagle	HONGKONG	July 18

Passage Rates Hongkong to United Kingdom.

Express of Russia 15,000 Tons Reg. Gold 6,000 Tons Reg. Gold

Express of Japan 15,000 Tons Reg. Gold 6,000 Tons Reg. Gold

Express of Asia 15,000 Tons Reg. Gold 6,000 Tons Reg. Gold

Fares &amp; sailings subject to change without notice.

For Rates and other information please apply to—

KONGKONG OFFICE

Cable address: OACANPAC.

CANADIAN PACIFIC  
OCEAN SERVICES

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good  
Accommodation for First Class Passengers. Electric Light and Fans in Saloons  
and Saloons. Excellent Cuisine.

SWATOW, AMOY &amp; FOCHOW

AND RETURN.

(Computing 9 to 10 Days)

HAITAN ..... Capt. A. H. Stewart ..... FRIDAY, 31st October at 1 p.m.

QUINNBAUG ..... Capt. Medina ..... TUESDAY, 4th November at Noon

HAIHONG ..... Capt. J. W. Evans ..... FRIDAY, 7th November at 1 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK &amp; Co.

General Managers.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,500 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS &amp; HONOLULU.

"NANKING" "NILE" "CHINA"

November 4th, 1919. December 27th, 1919. November 22nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Lee House Street. Tel. 1334.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN

AFRICAN LINE.

PROPOSED SAILING.

FROM HONGKONG: Connecting with FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,

DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE

TOWN, calling at MAURITIUS en route and affording the Quickest Freight

Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

## "ELLERMAN" LINE.

(Ellerman &amp; Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO UNITED KINGDOM &amp; CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For STEAMERS SAILING

subject to change without notice.

THE BANK LINE, LTD.

General Agents.

7, WARRIS &amp; Co., Canton.

## NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. &amp; CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"EURYMEDON" via Panama 3rd November.

"EURYLOCHUS" via Panama 25th November.

"CITY OF NEWCASTLE" via Suez 30th November.

"KNIGHT TEMPLAR" via Panama 22nd December.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG &amp; CANTON.

REEDS &amp; CO., CANTON.

## THE SIX-TO-ONE VOTE.

PRESIDENT WILSON'S ANALYSIS  
WOULD MAKE THE LEAGUE  
ASSEMBLY A FARCE.

In explaining the reasons why the British Empire is allowed six votes in the League Assembly, President Wilson stated that the dominions "in all but foreign policy become autonomous self-governing states." Unfortunately that does not explain, because all matters which can come before the league are "foreign policy." It will be precisely on foreign policy and on nothing else that the British Empire will have six votes to our one.

But the President adds that the assembly can take no action "without a unanimous vote of the representatives of the states which are members of the council."

If that be true the assembly is a mere debating society and an utter humbug, having no place in such a serious document as the covenant of the league.

Even that is disputed. The subject is governed by article 15 of the covenant, which is long and sufficiently obscure to give international lawyers much trouble should it ever come in force.

A correspondent quotes from article 15 as follows: "If the council fails to reach a report which is unanimously agreed to by the members thereof other than parties to the dispute the members of the league reserve to themselves the right to take such action as they consider necessary for the maintenance of right and justice."

That must mean something, and it means anything it can only be that, in case the council fails the members shall take such action as they see fit, which it can only do through its other organization, which is the assembly.

It is expressly provided that either party to a dispute may cause a reference to the assembly of any matter which has been considered by the council. But the President states that the assembly can act only with the concurrence of all the states represented in the council other than the parties to the dispute.

It is, therefore, evident that if we have a dispute we cannot "block" action in either the council or the assembly, for we shall have no vote in either. The assembly acts by a majority vote. Should we have a dispute with China or Japan we should have no vote in the assembly and the British Empire would have six, which would go far to make the majority, whose vote determines the action of the league. Should we be a party to the dispute we should have no vote to six for the British Empire.

If Great Britain is a party to a dispute she cannot vote in the assembly, but the five dominions can. Finally, if the council has failed to reach a unanimous conclusion, the parties to the dispute, if members of the council, not voting, the whole matter may be referred to the assembly, which may apparently do what it pleases, we having no vote if we are a party.

We cannot "block" anything. Such a situation as would be created in the case supposed has usually led to war. And if it did we may be sure that the league would be found to be as impotent as The Hague conventions.

The only preventive of war between armed nations is mutual good will and self-restraint. And that will never be accomplished by coercion. Why, one is inclined to refuse to do what he anxiously desires to do if another party says that he must do it.—S. F. Cheron.

THIS 14 MONTHS' BABY  
Has Eleven Teeth, Weighs  
Twenty-seven Pounds  
and Runs Around

His Only Medicine—Baby's Own Tablets.

Mrs. William Brigham, of 153 Cornhill Avenue, Syracuse, U.S.A., writes: "Baby's Own Tablets are just what they are very helpful in cases of indigestion. They are also an excellent quieting remedy. They are the only medicine our baby has ever had. He is now fourteen months old, has eleven teeth, weighs twenty-seven pounds and runs all over. I take pleasure in recommending Baby's Own Tablets."

The Canadian children's remedy, Baby's Own Tablets, is guaranteed to contain no opium, narcotics, or other injurious drugs, and to be equally safe and helpful to the youngest infant, as to the child of six years or more. The Tablets are pleasant tasting, and gently regulate the stomach and bowels. They are a remedy for colic, indigestion, constipation, simple fever, diarrhoea, and worms; make teething easy, promote healthy appetite, restful sleep and regular development.

Sold by chemists, at 6d. per box, or the full, post free, by the Dr. Williams' Medicine Co., 98 Ezechua Road, Shanghai.

CHAMBERLAIN'S PAIN BALM

THERE is nothing so good for rheumatism, sprains, lameness, cramps of the muscles, bruises and like injuries as Chamberlain's Pain-Balm. It will effect a cure in less time than any other treatment. For sale by all Chemists and Storekeepers.



## SHIPPING

P. & O.-BRITISH INDIA  
& APCAR LINES(COMPANIES INCORPORATED IN ENGLAND)  
MAIL AND PASSENGER SERVICESSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED  
SEA, EGYPT, EUROPE, &c.  
SAILINGS FOR

## MARSEILLES AND LONDON.

S.S.	Leave HONGKONG about	Due MARSEILLES about	Due LONDON about
PRINZESSIN KHIVA NOVARA	3rd Nov. at Noon. 1st Nov. at 11 a.m. 16th December	4th December 17th December 17th January	13th December 17th December 30th January

## BOMBAY via STRAITS &amp; COLOMBO.

S.S.	Leave HONGKONG about	Due Bombay about
DUNERA DILWARA	8th November 16th December	25th November 3rd January

## CALCUTTA via STRAITS and RANGOON.

S.S.	Leave HONGKONG about	Due Calcutta about

SAILINGS ALSO TO  
SHANGHAI, MOJI, KOBE AND  
YOKOHAMA.

S.S.	Leave HONGKONG about	Due Yokohama about
NOVARA ARRATON APCAR DILWARA	18th Nov. 19th Nov. 4th Dec.	29th November 1st December 7th December

Tickets Interchangeable.  
P. & O. Australian Tickets are interchangeable with the New Zealand  
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## LEGISLATIVE COUNCIL.

## REPORT CONCLUDED.

The parts of the report of yesterday's meeting of the Legislative Council that were crowded out of yesterday's China Mail appear hereunder:

## PAPERS.

The Colonial Secretary, by command of H.E. the Governor, laid upon the table the reports of the proceedings of the Finance Committee No. 11 and moved that it be adopted.

The Colonial Treasurer seconded, and this was agreed to.

The Colonial Secretary, by command of H.E. the Governor, laid upon the table the report of the proceedings of the Standing Committee on Law and moved that it be adopted.

The Colonial Treasurer seconded, and this was agreed to.

**PUBLIC LITRINE ON RIVER ROAD.**  
Whereas application has been duly made by the Sanitary Board to the Governor under section 167 of the Public Health and Buildings Ordinance, 1900, for the erection of a Public Litrine and Urinal at the northward of Barker Road Station below the level of the road;

And whereas such application having been duly approved by the Governor and a notification of the intention to erect a Public Litrine and Urinal at such site having been duly published in three successive numbers of the Gazette, certain owners and occupiers of property in the vicinity have objected to such erection;

And whereas such objections have been duly considered;

It is hereby resolved by this Council that the above-mentioned site and the erection thereat of a Public Litrine and Urinal be and the same is hereby approved.

The usual procedure required by law was adopted by advertising the Government's intention of making this concession and one objection was received from the occupier of a small house on the other side of the road. The objection was considered, and it was not thought to be a very substantial objection because the position chosen for this concession is well below the road and, owing to that, it was not thought to be a detriment to the house in question. The matter was the subject of some correspondence with the Sanitary Board and the Sanitary Board passed a resolution agreeing to the position chosen. I may say I have personally examined various alternative sites and agree with the expert advisers of the Government that the site chosen is a proper one. I beg, therefore, to move the resolution.

The Attorney-General seconded.

Hon. Mr. C. G. Alderman: I beg to move an amendment that the question of this site and the two alternative sites suggested by the Sanitary Board be referred to the Public Works Committee of this Council which does not appear to have been consulted in the matter. I understand that the Government site is in juxtaposition to Barker Road Station where the convenience must necessarily prove a nuisance to persons arriving at and departing from the railway station. Unfortunately the Ordinance is so worded that those people cannot effectively object except through the unofficial members of this Council. The Ordinance does permit other people to object, that is to say, occupiers of property in the immediate neighbourhood, and those persons have objected. The only house in the immediate neighbourhood is the small house next to the station. The objection, which was submitted to the Sanitary Board who appointed a sub-committee consisting of Lieut.-Col. Crisp and Dr. Kitch, who went into the matter most carefully and recommended either of two other sites. It was suggested that plans of these two other sites should be made, but we were unable to persuade the Government to do so, and I submit that the only thing we can do in this Council is to have the matter referred to the Standing Committee on Public Works for their consideration.

The Hon. Mr. E. V. D. Luch seconded.

H.E. the Governor: The amendment that the matter be referred to the Public Works Committee has been accepted.

## THE BUDGET.

The Colonial Secretary moved the second reading of a Bill intituled "An Ordinance to apply a sum not exceeding eleven millions, one hundred and seventy-three thousand, two hundred and twenty-six dollars to the Public Service for the year 1920."

The Colonial Treasurer seconded.

MR. R. G. SHEWAN'S SPEECH.

The Hon. Mr. R. G. Shewan said: Sir, I had not intended—

have only just returned to the Colony—to say anything about the figures now laid before us, but the Hon. Mr. Lau Chiu-pak's remarks have raised some memories of old days. I quite agree with his remarks on the education of little children. I have long thought that something ought to be done for these children. These wails and snays allowed to run wild on the streets. I think they should be, somehow or other, red and given some education, but I am not at all sure that this should be done by the Government. In England, as you know, one constantly sees houses with the inscription "supported by voluntary contributions." I know the public spirit of the Chinese and I think Mr. Lau Chiu-pak and his worthy friends might easily attempt to do this. At any rate, I should like to see many more institutions than there are at present supported by voluntary contributions.

As for the smuggling of Opium, it is a delicate question but I think it is a purely Chinese one. It is quite obvious that there are some rich capitalists behind this smuggling and I think Mr. Lau Chiu-pak and his friends could probably give, if they wished, very valuable information to the Government on this point. At any rate they are more likely to find out about it than foreigners.

As to the question of rice, I do not think Mr. Lau Chiu-pak should be very hard on the Government. They had to do their best, as I understand, in the crisis, and they had no Joseph to tell them seven years beforehand what was going to happen.

There is only one matter which I really meant to refer to. I had the honour of serving on the Civil Service Salaries Commission and I was rather surprised when I returned to the Colony to find that no official announcement had been made on that subject. I presume the delay had occurred in London as the Governor stated on April 10 last that the recommendations of the Commission had then already gone forward to England. No doubt there is some good and sufficient reason for the delay and I am not going to trouble the Government with unnecessary questions, but the matter is one of vital importance to hundreds of families in the Colony and the Government officials at Home, perhaps do not realise that "while they are fulfilling Rome is burning." As to our recommendations, I think I may say, without revealing any secrets, that we approached the matter determined not to lay ourselves open to any charges of extravagance or over-generosity. We meant to be as reasonable and conservative as the Colony's money as we could possibly be. But I am bound to say that, on enquiry into the matter, we found that the case of the Civil Servants was overwhelmingly strong. They have suffered long and silently and suddenly from the fluctuations of exchange, from the high rents of houses and from the general increased cost of living in the Colony. They have been labouring from time to time with mean shifts such as the semi-annual duty pay which was obviously only designed to deprive Civil Servants of the share of pension which should have been attached to that duty pay. And not only that. It was intended, or, at any rate, it resulted in forcing them to remain out here and work and so injure their health when they should have been at home recruiting their strength. What I think of the gentleman who invented that duty pay is perhaps better illustrated in this way. When I was a young man in Hongkong the American Consul was the celebrated Colonel Moseley, a great cavalry leader. He was a first-class fighting man and very incapable when I knew him and very incapable when I knew him with a mug pulled Peter Smith, the official crimp of the Consulate. Moseley was a great master in strong language and was soon told he was to be prosecuted for libel by Peter Smith. He turned round, saying, "libel Peter Smith, the word is not coined that could libel him." That is how I feel of the man who invented duty pay. Contrasted with him, Peter Smith must be the best of it and that is better than nothing. It was like the little boys taking medicine. They latched miserably, the little wretches, but they had to swallow it. The men in high places should care for the interests of these under them. They should not try to take advantage of difficulties in this way. If I were not speaking in this Council and in the presence of H.E. the Governor, I should call it a dirty trick. I do not think I need enlarge on that subject so I will turn back now to the recommendations. We invited everyone who wished to come before us and state his or her views. We examined personally every applicant and, in no instance, did we recommend any expenditure or any increase that we did not think was wholly justified by the facts. It was a matter of bare justice and nothing more. After all we unofficial members can do very little in these matters. We can bark but we are muzzled by the official majority, and we cannot bite. But I will go on barking as long as I can and I say now that if Lord Milner's advisers see fit to modify our recommendations

to any material extent they will do grave injustice to their fellow-servants out here, as well as to a body of hard working, patient and loyal men and women.

The General Officer Commanding the Troops: In reply to the remarks made about the Defence Corps, it will be recollected that the present Ordinance expires six months after the declaration of peace. With regard to the work required, all that the men over 40 are now asked to do is a simple course in musketry. These number about 250, and, on arrival of the regular battalion that is expected in about one month's time, I will consider what further steps can be taken.

The Colonial Treasurer: The hon. senior unofficial member mentioned three points in regard to assessment taxes. The first point was that some people pay bigger taxes in proportion to the rent, another was the increase in assessment taxes and a third that some landlords had raised rents on account of the increase in the assessment taxes. These taxes were fixed under the Rating Ordinance, being a certain percentage of the rateable value, which value was calculated on the rent about 1912. There were some cases where houses were still in force and there were some cases where the landlord did not charge as much rent as he might and perhaps the Assessor had assessed the property at a greater rental than was actually paid. Under the Ordinance twenty-one days' notice was given of any increase in assessment, which might be made for abatement might be made. So far as I am aware, there have been very few. With regard to the increase of assessment taxes, there are a considerable number of new houses and, as every one is well aware, rents are going up. The increased assessment will work out at slightly over one half per cent. on the rateable value. If rents had been increased only by one half per cent, there would not have been so much discussion on the housing question. With regard to money changes' licenses and the export of coins, the conditions have improved and the question may now be reconsidered.

The Colonial Secretary: I wish to thank the senior official member and the member who represents the Chamber of Commerce, on behalf of Sir Henry May for the kind remarks they made concerning him, and also on his own behalf for the kind reference to the time during which I have administered the Colony. In that connection I would say that it had not been for the very loyal support I had from my colleagues and especially from Mr. Fletcher, who was acting as Colonial Secretary, I do not think that I could have carried on in anything like the same manner. The senior unofficial member, I hope arrangements will be made to continue that service. With regard to hawkers' licenses there are two points—one the number of licenses to be issued, the other how to deal with unlicensed hawkers who, in many cases, are small Chinese boys. The number of licenses is strictly limited, and the hon. member, I think, those who are supporting him, must know that if the number goes beyond a certain limit the streets would become practically impossible and the whole administration of the Police work of the city would be hampered to an extent which I am sure he and his colleagues would resent. As regards the punishment of juvenile offenders generally and hawkers in particular, the Government has under consideration some better method of dealing with them. It is a difficult matter, but of course the vicarious responsibility and punishment of a parent or guardian is a point that cannot be considered. The Government is certainly in favour of cheap ferry services and its effort to get fares reduced on the services started this year was, I regret to say, not successful. The terms of the present concession, however, is, as hon. members are aware, a quite short one, and during the period remaining the whole question will be thoroughly reconsidered. As regards the opium revenue and the decrease to which reference has been made, you must remember that the figure of seven and a half million dollars which appears in this year's estimates will not be reached and, therefore, it is not correct to say that there is an anticipated reduction of a million and a half-dollar. It is quite proper and in accord with the Government's policy that there should be a reduction. In regarding the preparation and sale of opium and increasing the price, it is obvious that some reduction must take place in the consumption. As regards expenditure, the cost of packing and preparing—that is the general factory expenses—are the same, because the wages have increased. The same staff is required for handling the slightly decreased quantity of chests at this present time. I am not in a position to say that the increase of pawn broker's licenses increases the amount of gambling. I see the argument that if there are greater facilities for pawning goods there are more money with which to gamble, but I am not sufficiently acquainted with the subject either to support or to oppose the remarks of the hon. member. As for prison industries there

has been an increase in the price of materials and consequently there is a smaller revenue. With reference to the large expenditure on the Canton and Kowloon Railway, we closed the Capital Account in 1915 at a figure of over fifteen million dollars, so that now we have to charge capital expenditure to the ordinary expenditure of the railway. We decided not to increase the capital and therefore we have to show all expenditure in the estimates. The question of providing launches and general assistance in the harbour in typhoon weather has been referred to a Committee who are going to consider how the subject can best be dealt with. I hope that when the next typhoon season comes round we shall have some arrangement which will be in working order in sudden emergencies. Regarding the Department of Imports and Exports the question of permits now (in existence and which, as I said last year, are a war measure, will of course have to be reconsidered. But hon. members must remember that the Government has now instituted certain statistics of trade which were acknowledged to be of great use, and it is impossible for these statistics to be in any degree accurate and satisfactory unless we have some method of checking the imports and exports of the Colony. With regard to the searching of passengers, sheds have been provided as were asked and it may be possible now to have more European supervision. The question of the Government taking over lime washing will be considered. As we did not know that the hon. member was going to raise the point we have not made any enquiries as to the possibility of the Government doing it, but we are glad to hear that hon. members are of the opinion that the Government can do this work at any rate better than private individuals. The question of venacular education has been referred to. As I have said before the Government wishes to give every possible assistance for providing proper buildings and it is going carefully into the question of the best places for venacular schools. A large sum of money has been contributed indirectly by the Chinese. This should be taken into consideration by the hon. member opposite who said that he thought the Chinese should subscribe towards this work. They have subscribed in an indirect manner under the local shipping control scheme and their contributions may be made available for providing this particular form of education. The Government recognises the importance of the subject in every way and will deal with it at the earliest possible moment. I do not think I need refer again to the commercial wireless station. It is not a subject in which the Government can do anything more and I cannot say whether there are any prospects of such a station being erected. It would be an imperial question and I can say nothing more on the subject. The question of providing large recreation grounds comes next. I think the Hon. Senior Unofficial member spoke of golf links. This Colony is not a very suitable one for reserving such large areas as are required for golf links but I have an idea on the subject of recreation grounds. A good deal of money will be required but I am sure the community will not be backward in the matter. I cannot say anything more definite but I recognise that there is an increased demand for recreation grounds which will have to be met. There is no objection on the part of the Government to all unofficial members being placed on the Public Works Committee. As regards the rice question, perhaps I ought to say something on that. The senior unofficial member was good enough to say the action taken by the Government prevented certain things—clothes—and had a steady influence on the community which it prevented from being exploited. It also had what I consider a far greater effect and that was it maintained the reputation of this Colony as a free entrepot of trade. The rice was not suddenly seized and export prohibited thereby causing large contracts to be broken and general confidence to be shaken. One thing, the Government tries to do here is not to disturb the confidence people have in this place as a free entrepot of trade. Confidence is a very delicate plant and once disturbed it is very difficult to get it to grow again. That I consider in the rice question the most important object we had to deal with and I hope we achieved it. Referring to the question raised over interpreters for the Judicial and Legal departments, it is a very difficult thing to get good English interpreters. We are trying to devise a scheme whereby it may be possible. I think the member who represents the Justices of the Peace must know himself how difficult it has been to get interpreters in the past and how very rare is a good English interpreter in the Chinese language. You will have to make it worth while for a good man to embark upon it as a career. Provision has been made for two Sanitary inspectors in the estimate for these four were asked to be put in in order to relieve another inspector who had gone on leave. The policy of providing inspectors for relief purposes is not one that the Government has ever encouraged and it is not thought desirable to depart from that policy by appointing additional persons for whom there is no definite work. The second inspector was required for Quarry Bay but the Government

thought it desirable to carry on the existing arrangements. The Peak Singing Station is to be maintained. It has been in existence for a great many years. It is one of the things people first see on approaching Hongkong. If for no other reason than a sentimental one it was thought desirable to maintain it. It has been decided not to alter the present method of signalling, as the suggestion for the installation of diaphanous at Waglan and Gap had been found impracticable, as apart from the expense which was considerable necessary power was not available. We bought a house recently adjoining Victoria Hospital which may either be used itself or may be used as Sisters' quarters and thus release the present quarters for a maternity ward. The matter will be considered as soon as the Principal Civil Medical Officer returns to the Colony. It is quite possible therefore that the original intention of having a maternity ward will before long be realised. Referring to the question of housing I would like to say that the plan put before the Council a short time ago of erecting flats and a hotel in Kowloon has been very carefully considered with the best expert advice, and opinions from many people living in the Kowloon Peninsula have been taken to ascertain whether the scheme was the best we could carry into effect. The result has been that it is proposed to go on with the hotel for which there is a very great demand. It is essential for the large number of tourists and others who constantly come to the Colony and for people who do not object to a hotel as a permanent residence in connection with the shipping and it is proposed to proceed with the part of the plan. As regards the flats it is probable that that part of the scheme will be dropped and in place of it sums will be loaned by the Government at a fairly low rate of interest to Companies and others who are prepared to erect dwelling houses of a good type and subject to such conditions as will obviate the possibility of exorbitant rents being charged. That policy to some extent has been approved by the Secretary of State and it is proposed to proceed with it at once. The question of the provision of sites for better class houses in Victoria is certainly met by the proposed construction of a tram at Wanchai Gap. The number of sites in the best part of the Hill district undeveloped is considerable and I have great hopes myself of seeing in a comparatively short time a very large number of houses on the slopes of Mount Cameron which would have been there many years ago if there had been any means of getting there. The Government will continue to do its utmost to provide further sites for building and in connection with the advance of money such provision is essential.

## THE GOVERNOR'S SPEECH.

H.E. the Governor—Honourable gentlemen, I think the points of detail raised by the various hon. members have been fairly fully dealt with. There are one or two points, however, on which I may say a few words. The senior Chinese member referred to the question of the protection in China of Hongkong Registered Companies. That is a matter which I would rather not discuss round this table. It is a side issue on the estimates and the hon. member will agree with me that it is a matter of considerable international importance and perhaps the less said about it the better. Another matter of international bearing was that relating to revenue from opium. The considerable reduction has already been referred to by my friend the Colonial Secretary. I do not know whether hon. members have read the somewhat voluminous document known as the Peace Treaty and the Covenant of the League of Nations, but if they have they will find somewhere in the early paragraphs a reference to the opium traffic which appears to imply that one of the results of the establishment of a League of Nations will be a determined effort to suppress the opium trade, and one may imagine that with the new power behind it this effort will be more effective than the efforts of the past. We must, therefore, reconcile ourselves to doing without the revenue from opium. It is possible that the revenue will go to other pockets but that is a matter which we must leave the League of Nations to consider for itself. My point is that the reduction which occurs this year must be regarded as foreshadowing an even greater reduction in future years.

Referring to prison industries, I spent some happy hours going over the prison a short time ago and the first thing that struck me was the large amount of entirely useless labour being done. The difficulty, of course, is that there is not sufficient room in the prison, as situated at present, to develop prison industries. There is only one way to deal with the situation and that is the prison must be shifted out of Victoria. It will be a costly business, but it is clearly impossible to increase the accommodation on the present site and the population of the prison, unfortunately, shows no sign of diminishing. When adopting that course I must we shall be able to make arrangements for a large extension of prison industries so that a man's term of imprisonment may not be entirely wasted but will assist him to earn an honest livelihood when he comes out if he wishes to do so. With regard to the Kowloon Railway and its link-

ing up with the Hankow line, I think everyone inside the Government, or out of it, fully sees the importance of this connection, and we have lost no opportunity of pressing the matter; but as the hon. member is aware the state of affairs in China, and in Kwantung in particular, has not been such as to make it extremely easy to get anything done in the near future. We have not lost sight of the matter and we shall do all we can to get this extension made.

The hon. member went on to speak of a trivial point, which mostly concerns myself, of the payment of rent for furniture in Government House. I must say I do not agree with the hon. member in his views. I do not object to having to pay that rent and there is certainly an advantage from the point of view of the Colony that the Governor does pay rent. If I was not required to do so I should probably be much more extravagant than I am in the provision of furniture, especially if I could be provided with everything I desired. The same remark applies to much the same extent to other furniture in Government bungalows. The amount at present is small but it might be larger in the future. If the members of the service shared my views they would see that heavy necessary furniture should be provided in Government quarters. It is a matter on which a difference of opinion exists especially in the case of married officers whose wives take great objection to certain types of furniture provided. I may say at once I am not referring to this Colony. The hon. member who spoke next referred to the important question of salaries. The matter is not before the Council and I do not propose to deal with it in detail except to say that I rather imagine a certain delay is due to the fact that I felt it necessary to go Home on leave before taking up my present appointment, and the Secretary of State, for reasons of his own, thought it advisable to keep the recommendations of the Commission until I had had an opportunity of becoming acquainted with them. The hon. member spoke as if this mean sort of swindle of duty pay was particular to this Colony and expressed a desire to know the name of the gentleman who originally introduced it.

Hon. Mr. Shewan—No. His Excellency—Oh, well I misunderstood the hon. member. Duty pay has been in existence for many years in other Colonies. I rather think if anyone is responsible for its adoption when originally introduced somewhere, I believe in West Africa, it is Mr. Joseph Chamberlain, and I do not think it will be urged that he is open to the criticisms of the hon. member. Who suggested the application of it to this Colony I know, but I will reserve my information. It is to my mind not entirely unworthy to say that a man should receive more money when doing his work than when he is not. I think these are all the details which strike me at the moment. There is one point of procedure to which I should like to refer. Several hon. members have pressed that the estimates should be referred to the Public Works Committee. I am somewhat surprised at the manner in which the Council approaches the estimates for which I have been personally responsible for the last seven years were always examined with great care almost item by item, by the Finance Committee of the Council which consisted of myself and two other officials and the whole of the unofficial members of the Council. This body examined the estimates sometimes before the first reading and sometimes, and more usually after, the second reading and then they were referred to a selected committee for consideration. This is the course I expected to find followed. If it is the wish of hon.

members that it should be followed in this Colony, it is in accordance with my desire. I warn hon. members that it entails a considerable amount of work. For instance the last estimates I dealt with in 1917 entailed a sitting throughout the whole of the August race week which made me the most unpopular man in Ceylon. It meant six or seven hours solid work for five days. Hon. members would be well advised to consider carefully before committing themselves to such a course. They should consider among themselves and if they conclude that this course should be followed, they might commission one of their number to communicate with me. That will be the best plan. I hope to fall in with their wishes, to the extent practicable. The Bill was then read a second time.

Council went into committee to consider the Bill clause by clause. The Bill passed through committee without amendment and, on Council resuming.

The Colonial Secretary moved the third reading of the Bill.

The Colonial Treasurer seconded, and the Bill was read a third time and passed.

The Council then adjourned until 12 noon to-day.

The United States Shipping Board has decided to turn over to the Pacific Mail Steamship Company, seven steamers for operation between Shanghai and Calcutta, calling at present at Hongkong, Saigon, Singapore, Port Swettenham, Penang, Rangoon, Calcutta and Madras. It is hoped that with these vessels a ten day schedule will be maintained.

The steamers which have been decided upon for this new service are:

S.S. "Caddopeak,"  
"Doylestown,"  
"Lake Gilpin,"  
"Lake Farmingdale,"  
"Lake Fielding,"  
"Lake Glitano,"  
"Lake Faulk."

Advices have been received that the "Lake Gilpin" sailed from San Francisco, October 11, and the s.s. "Lake Farmingdale" left New York October 5.

The s.s. "Doylestown" is expected at this Port early December from Bombay and way ports; the s.s. "Caddopeak" has been in operation in the Philippine Inter-island trade, also between the Philippines and Australia, and will be available for the new service at an early date.

By instituting this new line, it is not the desire or intention of the United States Shipping Board to disturb existing conditions, but with the steamers now in operation on the Pacific it is of the opinion that feeder services for the Trans-Pacific steamers are necessary.

**ARMED ROBBERY AND MURDER AT CHEUNG CHAU.**

On the 29th inst. at about 12 noon a licensed sand boat, was attacked by a number of men who were armed with revolvers and daggers. The master tried to resist their boarding the junk, and he was fatally stabbed. A woman was also stabbed. The men ransacked the boat, and jewellery and clothing were stolen. Both the man and woman who were stabbed, died of their injuries and were sent to the Mortuary. No arrests have been made yet.

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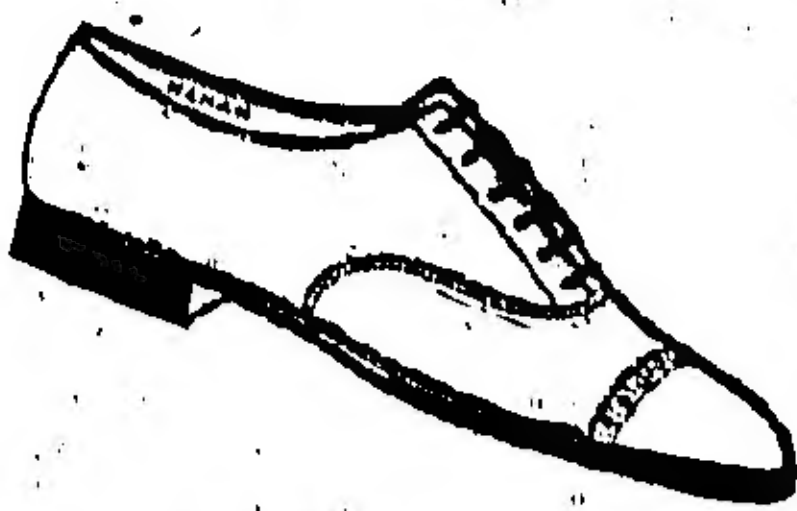
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## THE TROOP TRAIN SCANDAL.

## THE CASE OF GENERAL SHAW.

Truth of Sept. 10 has this:

Of all cases of official injustice which have lately been brought to notice in *Truth* that of Major-General D. G. H. Shaw is in many respects the worst, and I intend to deal with it in the merciless spirit of that remarkable without sparing high officials who deserve to be placed in the public pillory for what can only be described as a cowardly and despicable attempt to screen themselves from censure by making a scapegoat of an officer who did his duty while they failed to do theirs. Briefly stated, the facts of the case are as follows:—In May, 1916, the S.S. "Ballantyne" left England for Bombay with drafts for regiments serving on the N.W. Frontier of India. Major-General Shaw, D.S.O., Indian Army, being in command of the troops on board. At Suva, under telegraphic instructions from General C. E. Roe, C.I.E., who was officiating as C.M.G. in India, the "Ballantyne" was diverted from Bombay to Karachi, with the object of saving time in sending the troops up country. General Roe did this without consulting the Director-General Indian Medical Service, or any other medical authority, although he knew that the journey from Karachi to Quetta meant passing through the Sind desert at the hottest season of the year. The "Ballantyne" reached Karachi on June 5, and was received by General Shaw, who was General in the district as well as Embarkation Officer.

It should be stated that when Lord Hardinge asked Mr. Chamberlain for reinforcements in the early part of 1915, the Secretary of State, on the advice of General Barrow, urged him not to send young troops up country before the monsoon burst, but keep them in the Poona ghats till the heat abated. The Viceroy received these instructions as being unnecessary, since Sir Bouchard Duff took the greatest care of all European troops, and invariably issued orders to general commanding in regard to their comfort and well-being. In spite of this assurance the "Ballantyne" was ordered to Karachi instead of to Bombay as soon as she reached Indian waters, and the only other General Shaw received from Simla was to disembark the troops and send them up country immediately. So much for the Viceroy's assurances.

Though he received no instructions from Simla, General Shaw, on his own initiative, did all in his power to ensure the comfort of the troops during their journey through the Sind desert. He boarded the "Ballantyne" and insisted on the men keeping out of the sun till they disembarked, and wearing helmets at all times. Then he gave orders for the equipment of the train, arranging for a supply of ice at the rate of 1 lb. per man per day, with an ice contractor to accompany the train. A compartment was set apart as a coffee shop, and equipped with 120 dozen mineral waters, with extra ice, fruit, and food. In order to give the men more air, the arranged-for extra wagons for their kit, and, in fact, did all he could do within the limits of his authority to help the troops on their way up country. He personally inspected the first of the two trains which carried the troops, and satisfied himself that his orders had been carried out. The second train was a replica of the first. It must be borne in mind that the train travelled, stoppages en route for food, water, and all other arrangements were carried out under detailed instructions from Simla, and it would not be in the power of a local general to alter them when the conditions under which the troops travelled were just as well known at Simla as at Karachi.

What happened after the two trains left General Shaw's command is within the recollection of all who made themselves acquainted with the unfortunate incident. There were 19 fatal and 135 non-fatal cases of heat stroke during the journey to Lahore. When the news reached London Mr. Chamberlain ordered the Viceroy to hold a Court of Inquiry into the circumstances connected with the disaster. The Court, which was composed of Brigadier-General R. N. Gernie as president, and Lieut.-Colonel W. Molesworth, I.M.S., as the Adjutant-General in India on July 25, 1918, and pointed at once on the cause of the disaster. The report says:

"We consider it our duty to state that, in our opinion, the primary cause of the occurrence of the heat stroke cases was the long journey of unacclimatized British troops across the Sind desert in the hot season. In the opinion of the Court, only reasons of urgent military necessity could justify the movement of unacclimatized British troops across the Sind desert during the hot season. Such reasons are not apparent from the evidence adduced. In any case, before a decision requiring a diversion to Karachi was arrived at by the Q.M.G. the medical branch at Headquarters should have been consulted. This was not done.

General Roe was dismissed from his post, and rightly so, as he was the

executive of the Government of India in perpetrating the blunder which was the cause of the disaster, but his offence was speedily condoned by his re-appointment to Lucknow as C.R.E., and subsequent transfer to Mesopotamia as Director of Works with the rank of Brigadier-General. After dealing with the main cause of this most unhappy incident the Court turned on to the local authorities at Karachi, and practically acquitted of blame Major Wilson, the railway transport officer, and Captain Dickson, R.A.M.C., the Medical Embarkation Officer, but censured Colonel Macnamara, General Shaw's A.D.M.S., for not having personally visited the troop trains and seen to their equipment. Colonel Macnamara was removed from his post, but allowed to continue serving till he had qualified for his full Indian pension. In commenting on General Shaw's evidence, which was limited to a few points only, the Court supposed that he had not visited either of the two troop trains which conveyed the troops up country, and considered it "unfortunate" that he had not done so. This, as has already been shown, was an erroneous supposition which ought not to have appeared in the report without verification. The Court further drew attention to the fact that "the unsuitability of the normal conditions of the train accommodation, and scheduled timings for unacclimatized British troops did not suggest itself to the General and his Staff." It did suggest itself to General Shaw, but, as I have pointed out, it was not for him to suggest alterations in a considered programme sent to him to carry out. His business was to entrain the troops as ordered by his superior officer, and he did so to the best of his ability and powers as G.O.C. The arrangements for rail-train troops during the hot season in India are now wholly satisfactory, but up to the time of the fatal journey on June 5, 1916, they were as General Shaw found them, and as they were embodied in Volume N. of the Indian Army Regulations.

General Shaw was not informed of the report of the Court of Inquiry, but when the report reached Simla he was deprived of his command of the Karachi brigade on August 4, 1916, at a moment's notice without the slightest warning or intimation that anything he was alleged to have done or omitted was even the subject of question, and without being heard in his defence. A criminal could not have been treated with greater injustice. It comes to this: that Lord Hardinge and his Government, including the Commander-in-Chief, offered up General Shaw on false evidence as a sacrifice to public indignation at home to save their own skins, and to escape the condemnation they deserved for the blunder they had committed. But there is more and worse to come. In order to clear the Government of the blame for having disobeyed the orders of the Secretary of State in landing troops at Karachi instead of at Bombay the Viceroy telegraphed a garbled and entirely inaccurate report of the whole business to Mr. Chamberlain, who read it out in the House of Commons on August 1, 1916. Without censuring the Quatermaster-General for the initial blunder which caused the disaster, the Viceroy, with contemptible meanness, threw the whole blame on General Shaw, "who took no steps, nor gave any orders to see that the safety or comfort of the troops was provided for." As I have shown, this was an untruth which should not have been accepted by Lord Hardinge without verification, and then put into Mr. Chamberlain's mouth when he was on his defence in the House of Commons. I think the least both Lord Hardinge and Mr. Chamberlain should now do is, what any English gentleman ought to do under the circumstances, to admit the wrong they have done to General Shaw, and withdraw the false statement to which they have given official publicity. If they will not do this they lay themselves open to the charge of sheltering themselves from blame behind the back of a subordinate whom they have cruelly libelled and grossly maligned.

Another statement read out by Mr. Chamberlain in the House was that "the train left Karachi insufficiently equipped, overcrowded, and without experienced officers, either medical or combatant." This statement, made on the authority of the Viceroy, was a further back-handed attempt to fasten responsibility on General Shaw and divert it from the Government of India. The train was equipped, and the allotment of troops in the carriages made, in accordance with the existing schedule laid down without a hitch through the hot weather of 1915, and was only altered after the untoward incident which forms the subject of this article. As to "experienced officers," the seven officers and eighteen N.C.O.'s and men to conduct the troops from Karachi, and if they were not experienced the fault lay with General Roe, and not with General Shaw. There were three medical officers on the train, one being Captain Freeman, R.A.M.C., who was the senior, and so far from being inexperienced he was an authority on sunstroke, having served in West Africa and lectured on the subject. Lord Hard-

## BOY SCOUT VERDICT.

## WILFUL MURDER AGAINST MILITARY.

A verdict of Wilful Murder against the military was returned recently at the inquest on Francis Murphy 15, the Boy Scout who was shot while reading by the fire at his father's farmhouse at Ennistymon, Co. Clare. Earlier in the day District Inspector Mara said he had been asked by the military to make an application for a week's adjournment in view of the grave allegations against them. The military, however, failed to support the application, and the coroner decided to continue the inquest.

The murdered boy's sister said she heard several shots, and found her brother dead. His hand was to his face, and she took his hand away to see which brother it was. "I knelt down and said a prayer. Shortly afterwards sitting on my bed, I looked out of the window and saw three fellows moving toward Ennis in single file. They were bareheaded, wearing what looked in the moonlight like whitish-grey coats. They seemed to have straps on their backs, and were young-looking men. To the best of my belief they were military. Patrick Conole, night watchman on the West Clare Railway, said he saw three soldiers about after the shots. John Maher, storekeeper of Clonmel Asylum, who with two doctors and the matron has been doing duty at the asylum since a strike began nine weeks ago, was waylaid by six men, felled, kicked, and beaten. When he cried out for help the attackers made off.

## LONDON'S BIGGEST SHIP.

## COMING OF THE "CARONIA."

On August 28 a Home paper said: The biggest ship that has ever docked in London will be the Cunard liner "Caronia," which left New York for London, via Plymouth and Cherbourg. She will berth in Tilbury Docks, and Londoners will thus have the opportunity of seeing one of the largest and most popular of Atlantic ships. The "Caronia" is a sister ship of the "Carmania," which has won an honourable place in history for her victorious fight with the German Cap Trafalgar in the South Atlantic in September, 1914. With length of 675 ft., a beam of 73 ft. and a tonnage of 20,000, the "Caronia" is amongst the fastest of ocean leviathans. She has accommodation for over 2,400 passengers.

It is only recently that the Cunard Company inaugurated this passenger service between London and New York—this being one of the numerous new services started since the war. The fact that a vessel of the size of the "Caronia" has been placed in it is a token of its success, and augurs well for the future. In pre-war days the "Caronia" during the winter used to carry full complements of passengers in the most popular and fashionable "cruise" service between New York and Mediterranean ports. No ship is better known from Gibraltar to Alexandria. Her luxurious accommodation, immense size and beautiful design, have given her and the "Carmania" the name of "The Pretty Sisters." By this title they are known to thousands of Atlantic travellers in Europe and America.

ings should have ascertained these facts before committing Mr. Chamberlain to a statement which misled the House of Commons into believing what was not true.

After the questions which have been asked in the House of Commons by Major Montagu, it is within public knowledge that Mr. Montagu admits the injustice of General Shaw's treatment, and I am able to say that the same admission has been made by General Barrow and Sir Herbert Cox. Why, then, is not justice done? For three years General Shaw has been living under a cloud which ought to have been removed long ago, and would have been removed if the high officials to whom I have referred in this article had done their duty. Mr. Montagu is naturally diffident about throwing over a former Viceroy and his predecessor in office as Secretary of State, but personal feelings ought not to stand in the way of public duty when it comes to undoing a great and grievous wrong. Mr. Montagu has offered General Shaw a Court of Inquiry in India. The General has refused it, and wisely so. How could he have any confidence in a court appointed by the Government of India after the way he has been treated, and how could any one recommend him to accept the offer after reading this article? If there is to be a court it should be appointed by Mr. Montagu, and should sit, not in Simla, but in London, the proceedings of the court being open, and conducted in the same way as those of any other court of justice in this country. But, court or no court, what Mr. Montagu should do, and do at once, is to reinstate General Shaw in the position from which he has been wrongfully dismissed, and unless he does this before the House meets in October he must expect to find increased Parliamentary pressure brought to bear to compel him to do so.

## NOTICES.

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I have been a believer in military training, but I query: officers' training camps, schools of arrogance and selfishness. Must the private soldier be subordinated without redress, to injustices that will rankle in his spirit and dispirit patriotism through life? If there were the alternatives, we might pause, for that way lies Prussia and our American manhood would refuse to go far on that road.







## WEATHER REPORT.

October 31st. 11A. 50m.—No returns from Vladivostok, Weihaiwei or Japan. Pressure changes since yesterday are small at all reporting stations except Shanghai and Harbin. At the latter pressure has decreased moderately and at the former considerably, a strong anticyclone having formed over China. Fresh monsoon may be expected along the south coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 0.00 inch. Total since January 1st, 73.53 inches, against an average of 80.00 inches.

Forecast for the 24 hours ending at noon on November 1st.

1.—Hongkong to Gap Rock. N.E. winds, strong; fine.

2.—Formosa Channel. N.E. winds, strong.

3.—South coast of China between Hongkong and Lamou. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

OCTOBER 31, 1919.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
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